

2003 HIGHWAY NEEDS REPORT

HIGHWAY PERFORMANCE MONITORING SYSTEM ANALYTICAL PROCESS -- 2002 DATA

DISTRICT 4 RURAL/URBAN

Prepared by:
Idaho Transportation Department
Division of Planning
January, 2003



DEFINITIONS OF TERMS USED IN THE ANNUAL REPORT OF THE HIGHWAY PERFORMANCE MONITORING SYSTEM – ANALYTICAL PROCESS

Prepared by the Planning Services Section
of the Idaho Transportation Department
January, 2003

DEFINITION OF TERMS

GLOSSARY OF TERMS FOR CURRENT CONDITION

ADT(Current): average daily traffic for most recent reported year.

ADT(Future): estimated 20-year future average daily traffic. Results obtained by using per-year growth percentages supplied by the Traffic Survey & Analysis Unit.

Average Number Of 5-Year Accidents: average annual accidents over a 5-year period as recorded on the Accident Records Database for the most recent reported year.

Crack Index: qualitative rating of the type and degree of pavement cracking determined from the yearly crack review conducted by the Pavement Management Engineer. The rating scale is from 0 (very poor) to 5 (very good).

Final Index: qualitative rating to rank pavements by a single index. It is the weighted average of the crack and roughness indices. The rating scale is from 0 (very poor) to 5 (very good).

Number Of Lanes: Existing number of through traffic lanes.

Pavement Improvement: the last recorded pavement improvement that occurred on this section (information provided by Idaho's Pavement Management System).

NW CONS/RCN FLX (New Construction or Reconstruction -- Flexible Pavement)

BIT SURF TRMNT (Bituminous Surface Treatment -- Nominal .8 in.)

PLNT MIX OVLAY (Plant Mix Overlay)

ROAD MIX OVLAY (Road Mix Overlay)

NW CONS/RCN CON (New Construction or Reconstruction -- Concrete Pavement)

BASE WRK & RESURF (Base Work and Resurface)

REHAB & RESURF (Rehabilitation and Resurface)

RESURFACE FLEX (Resurfacing Flexible Pavement)

MILL AND INLAY

RESURFACE CONC (Resurfacing Concrete Pavement)

PAVMT XTNG GRVL (Pavement on Existing Gravel)

MILL INLAY&OVER (Mill Inlay and Overlay)

PLANT MIX SEAL

OPN GRD FRX CRS (Open Graded Friction Course)

RUT FILLING &SS (Rut Filling -- Slurry Seals & Micro Surfacing)

GRD&JT SEAL CON (Grind and Joint Seal -- Concrete Pavement)

SLAB REPL CONC (Slab Replacement -- Concrete Pavement)

CRACK SLNG CONC (Crack Sealing Concrete)

REHAB CONCRETE (Concrete Rehab -- Grind, Seal Joints, Slab Replacement @2%)

HOT IN PL RECYC (Hot In-place Recycle)

COLD IN PL RECY (Cold In-place Recycle)

HOT IN PL W/OV (Hot In-place Recycle with Overlay)

COLD IN PL W/OV (Cold In-place Recycle with Overlay)
C.R.A.B.S. (Cement Recycled Asphalt Base Stabilization)
NO INFO-B+S < 7 (No Direct Info -- Base + Surface) < 7 in.)
NO INFO-B+S > 7 (No Direct Info -- Base + Surface) > 7 in.)
LEVELING COURSE

Pavement Improvement Year: the year the aforementioned improvement was completed.

Percent Trucks: peak percent trucks as a percentage of ADT prevalent on the section.

Railroad Crossings: Whether or not the highway section has railroad crossings.

Roughness Index: qualitative rating of the pavement roughness as measured by the Pavetech laser profiler. The rating scale is from 0 (very poor) to 5 (very good).

Seal Coat Year: the year of the last seal coat that occurred on the section.

Section Length: length in miles as calculated from the beginning to end of the section.

Shoulder Material Type: predominant type of shoulder as follows:

NONE
SURFACED WITH BITUMINOUS MATERIAL
SURFACED WITH PORTLAND CEMENT CONCRETE
SURFACED WITH TIED PORTLAND CEMENT CONCRETE
STABILIZED GRAVEL
COMBINATION: PART SURFACED AND EITHER GRAVEL OR EARTH
EARTH

Shoulder Width: width of the shoulder as measured from the edge of the fog line to the edge of the surfaced or gravel/earth shoulder; or in the absence of a fog line, the edge of a 12-foot lane to the edge of the surfaced or gravel/earth shoulder.

S/N or D: this is the Structure Number for asphalt pavement or the depth of the surface if concrete.

Structures: Whether or not the highway section has structures of at least 20 feet in length.

Surface Width: Width of the surfaced road excluding paved shoulders.

Surface Material Type: type of surface existing on the section as follows:

HIGH FLEX (PLANT MIX ASPHALT)
BITUMINOUS SURFACE TREATMENT
HIGH RIGID; PLAIN JOINTED
HIGH RIGID; REINFORCED JOINTED
HIGH RIGID; CONTINUOUSLY REINFORCED

Terrain Type (Rural report only): Type of terrain prevalent on the highway section. (Flat, Rolling, or Mountainous)

Type of Development (Rural report only): Describes the rural environment of the road. (Dense or Rural)

Urban Area (Urban report only): City in which section is located (population 1000 or greater).

Urban Location (Urban report only): Describes the urban environment of the roadway. (Central Bus. Dist, Fringe, Outlying Bus. Dist, Residential, Rural in Character)

Volume/Capacity Ratio: This is the volume/capacity ratio as calculated by the 1994 Highway Capacity Manual.

Widening Feasible?: is a description of how many lanes the road could be reasonably widened. In this consideration, the only things that make widening not feasible are things like businesses within a town or city or some major geographical obstruction such as a mountain or river.

GLOSSARY OF TERMS FOR HIGHWAY IMPROVEMENTS

Type Of Improvement: type of improvement determined by the Highway Performance Monitoring System-Analytical Process.

System Deficiencies: deficiencies identified by the Highway Performance Monitoring System-Analytical Process.

The model uses these deficiencies to determine type of improvement. The deficiencies that can trigger an improvement are as follow:

VOLUME/CAPACITY

NUMBER OF LANES

HORIZ ALIGNMENT

LANE WIDTH

SHOULDER WIDTH-R (right shoulder width)

SURFACE TYPE

SHOULDER TYPE

PSR < RESRF-PSR (pavement condition implies the need to resurface -- PSR in this case is Cracking Index)

VERT ALIGNMENT

PSR < RECON-PSR (pavement condition implies the need to reconstruct)

Year Of Improvement: year for the improvement determined by the Highway Performance Monitoring System-Analytical Process.

Cost Of Improvement: cost of the improvement determined by the Highway Performance Monitoring System-Analytical Process.

Access Control(Future): type of access control determined by the Highway Performance Monitoring System-Analytical Process for the type of improvement.

Number Of Lanes(Future): number of lanes determined by the Highway Performance Monitoring System-Analytical Process for the type of improvement.

GLOSSARY OF TERMS FOR HIGHWAY DEVELOPMENT PROGRAMMED PROJECTS

Cost Of Project: cost of the improvement determined by the Idaho Transportation Department Board.

Key Number: the programmed project's key number determined by Highway Programming Section.

Programmed Year: year for the improvement determined by the Idaho Transportation Department Board.

Project Milepoints: the extent of the programmed project. The project can extend into multiple analysis sections.

Type Of Improvement: type of improvement the programmed project is to perform.

RECONST/ALIGN (reconstruction and/or re-alignment)

3R (minor rehabilitation)

MJR WDN (major widening)

GRADE SEPARATION

MINOR WID/RESURF

PAVEMENT REHAB

RELOCATION

NEW RT (new route)

GLOSSARY OF TERMS FOR STRUCTURE IMPROVEMENTS

Bridge Key: a unique bridge identifier used by the Bridge Inspection Section to identify specific bridges.

Features: what the bridge spans.

Square Footage: the area of the current bridge deck.

Programmed Year: fiscal year for an already existing Idaho Transportation Department Board-Approved project.

Sufficiency Rating: the overall rating of the bridge's condition. Sufficiency ratings are measured from 0 (very poor) to 100 (excellent).

Weight Restriction: a bridge that is classified as red (posted), or yellow as defined by the route capacity map.

Width Restriction: a curb-to-curb width of 24 feet or less.

Height Restriction: a truss that has a vertical clearance of less than 16 feet.

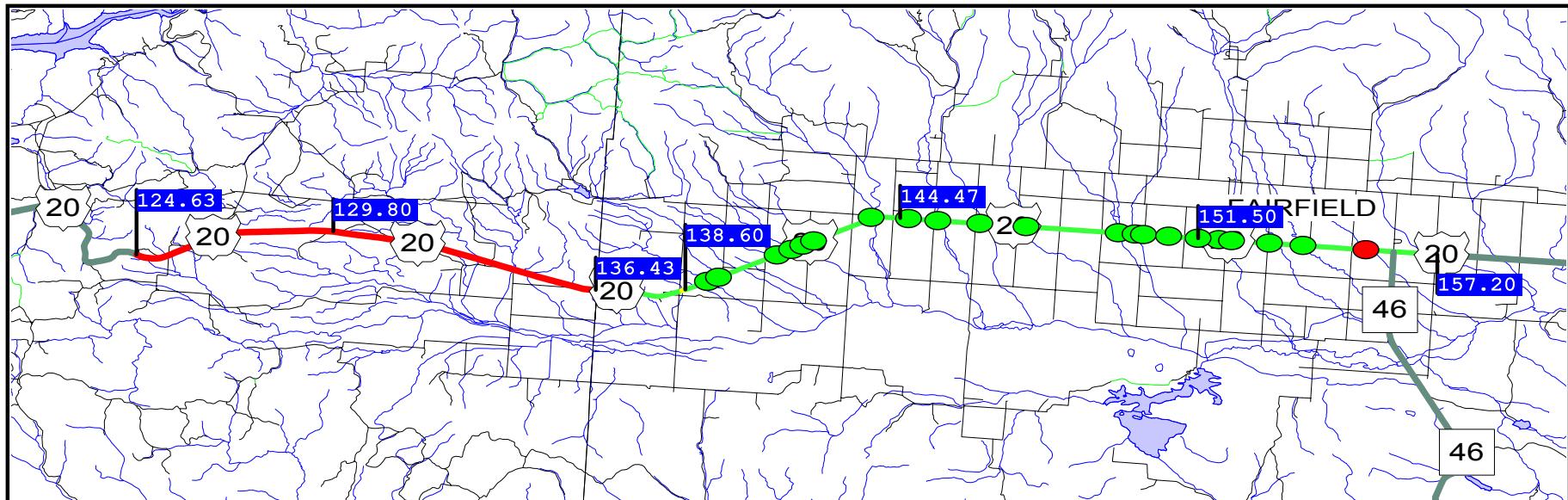
Structurally Deficient: the deck superstructure or substructure is in poor condition.

Functionally Obsolete: the bridge is designed to standards that are now obsolete.

RURAL

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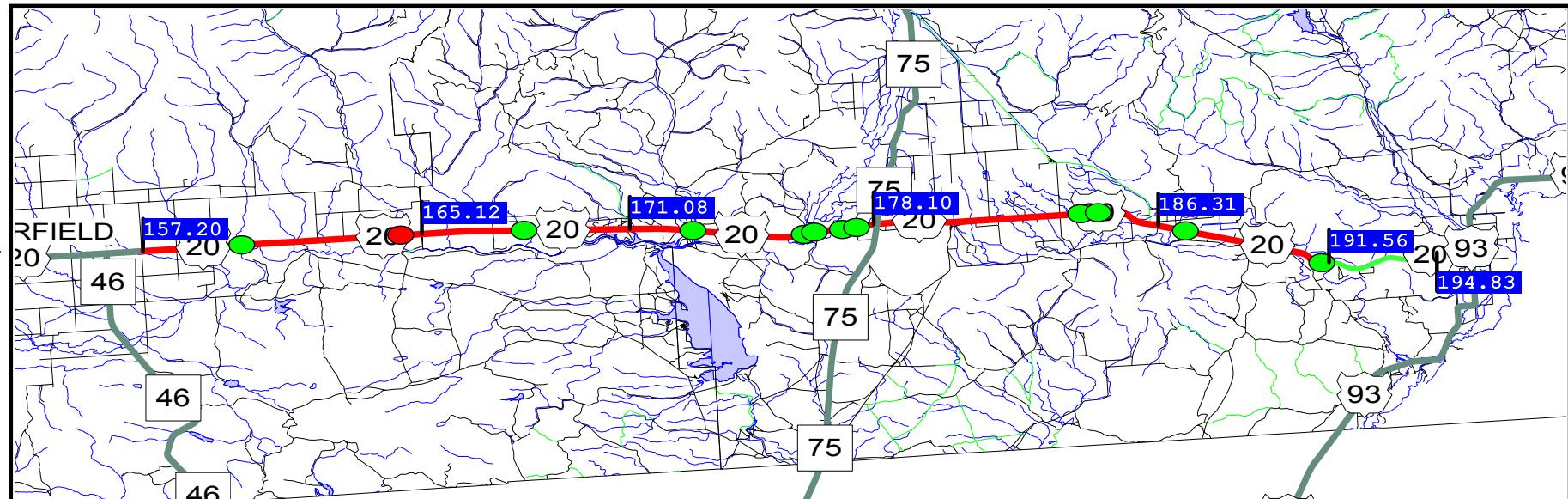


MILEPOSTS	124.63 - 129.80	129.80 - 136.43	136.43 - 138.60	138.60 - 144.47	144.47 - 151.50	151.50 - 157.20
COUNTY	ELMORE	ELMORE	CAMAS	CAMAS	CAMAS	CAMAS
HIGHWAY DISTRICT #	4	4	4	4	4	4
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	YES	YES	YES
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	5.163	6.632	2.171	5.870	7.030	5.700
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	24	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	COMBINATION	COMBINATION	COMBINATION	COMBINATION	COMBINATION	COMBINATION
SHOULDER	4	4	5	5	4	4
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	COMBINATION	COMBINATION	COMBINATION	COMBINATION	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	1,600	1,486	1,046	1,164	1,200	1,415
ADT (FUTURE) -- 20 YEAR	2,336	2,174	1,542	1,719	1,773	2,078
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	TWO LANES	>= 3 LANES	>= 3 LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	MILL AND INLAY
YEAR OF IMPROVEMENT	1973	1973	1973	1998	1998	1999
SEAL COAT YEAR	1999	1999	1999	1991	1991	1999
S/N OR D	3.4	3.4	3.7	4.7	4.0	2.8
PERCENT TRUCKS--PEAK	8	8	11	12	12	10
V/C RATIO	0.17	0.16	0.09	0.10	0.11	0.12
CRACK/ROUGH/FINAL INDEX	2.4/3.1/2.7	2.4/3.0/2.7	4.5/3.5/4.0	4.7/4.0/4.4	5.0/3.9/4.5	4.8/4.0/4.4

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURF W/SHLD/R IMPROVE & ALIGN
YEAR OF IMPROVEMENT	2003	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	
SYSTEM DEFICIENCY:	SHLD WIDTH-R	VERT ALIGNMENT
SYSTEM DEFICIENCY:		SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$52,000	\$345,000
FOR CONSTRUCTION	\$1,745,000	\$4,218,000
TOTAL	\$1,797,000	\$4,563,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2

S T R U C T U R E I M P R O V E M E N T SSTRUCTURE REPLACEMENTS

BRIDGE KEY	15065
FEATURES	KNOWLTON CREEK
MILEPOST	155.60
SQUARE FOOTAGE	915
PROGRAMMED YEAR	
SUFFICIENCY RATING	47.4
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	NONE



	157.20 - 165.12 CAMAS	165.12 - 171.08 BLAINE	171.08 - 178.09 BLAINE	178.10 - 186.31 BLAINE	186.31 - 191.56 BLAINE	191.56 - 194.83 BLAINE
COUNTY	4	4	4	4	4	4
HIGHWAY DISTRICT #	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	YES	YES	YES	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	7.919	5.960	7.016	8.215	5.248	3.272
NUM OF LANES (EXISTING)	2	2	2	2	2	3
LANES	24	24	24	24	24	36
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	COMBINATION	COMBINATION	COMBINATION	COMBINATION	COMBINATION	COMBINATION
SHOULDER	4	4	3	2	2	4
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	COMBINATION	COMBINATION	COMBINATION	COMBINATION	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	1,542	1,400	1,400	1,123	1,513	1,300
ADT (FUTURE) -- 20 YEAR	2,260	2,060	2,060	1,665	2,218	1,917
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	TWO LANES	>= 3 LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1991	1991	1991	1978	1978	1994
SEAL COAT YEAR	1991	1991	1991	1999	1991	1991
S/N OR D	4.1	3.8	3.8	2.7	2.7	3.3
PERCENT TRUCKS--PEAK	9	10	10	12	9	11
V/C RATIO	0.14	0.15	0.15	0.10	0.14	0.09
CRACK/ROUGH/FINAL INDEX	4.1/3.5/3.8	3.8/3.4/3.6	3.8/3.5/3.7	3.0/2.9/3.0	2.3/2.7/2.5	4.3/3.4/3.9

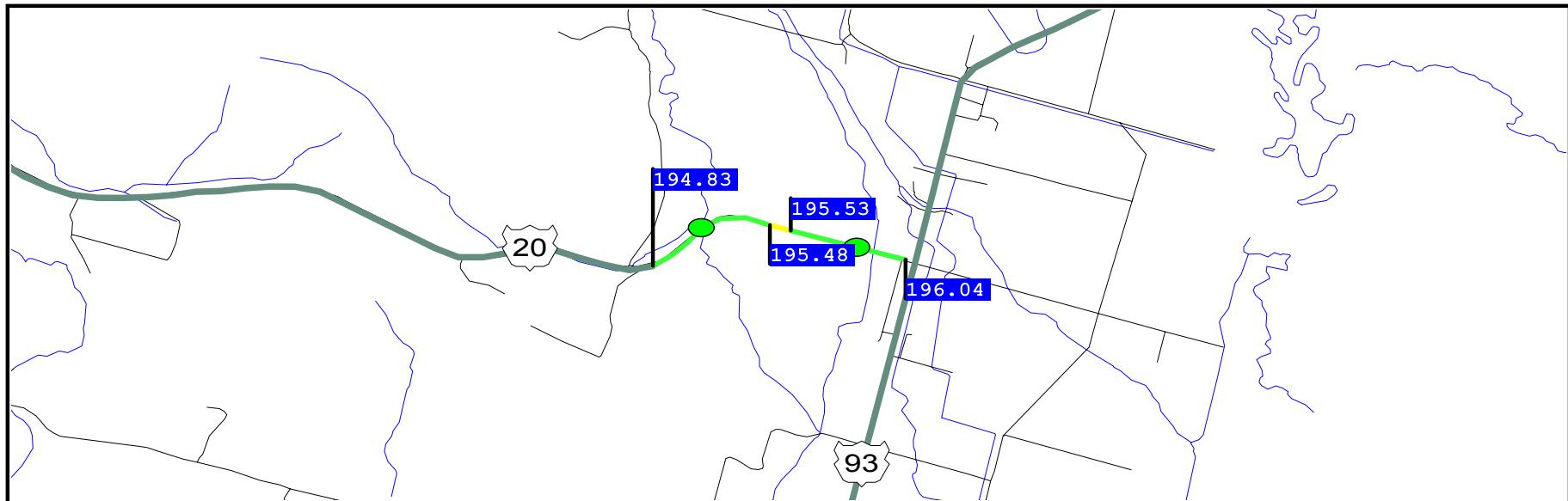
HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMT	RESURFACE WITH SHLD IMPROVMENT	RESURF W/SHLDR IMPROVE & ALIGN	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMT
YEAR OF IMPROVEMENT	2015	2013	2013	2006	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHOULDER TYPE	SHLD WIDTH-R	VERT ALIGNMENT	SHOULDER TYPE	SHOULDER TYPE
SYSTEM DEFICIENCY:	SHLD WIDTH-R		SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$48,000	\$60,000	\$365,000	\$49,000	\$31,000
FOR CONSTRUCTION	\$2,518,000	\$2,014,000	\$4,462,000	\$2,612,000	\$1,669,000
TOTAL	\$2,566,000	\$2,074,000	\$4,827,000	\$2,661,000	\$1,700,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2	2	2	2

S T R U C T U R E I M P R O V E M E N T SSTRUCTURE REPLACEMENTS

BRIDGE KEY	15067
FEATURES	WILLOW CREEK
MILEPOST	164.55
SQUARE FOOTAGE	2800
PROGRAMMED YEAR	
SUFFICIENCY RATING	58.5
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	STRUC DEFICIENT



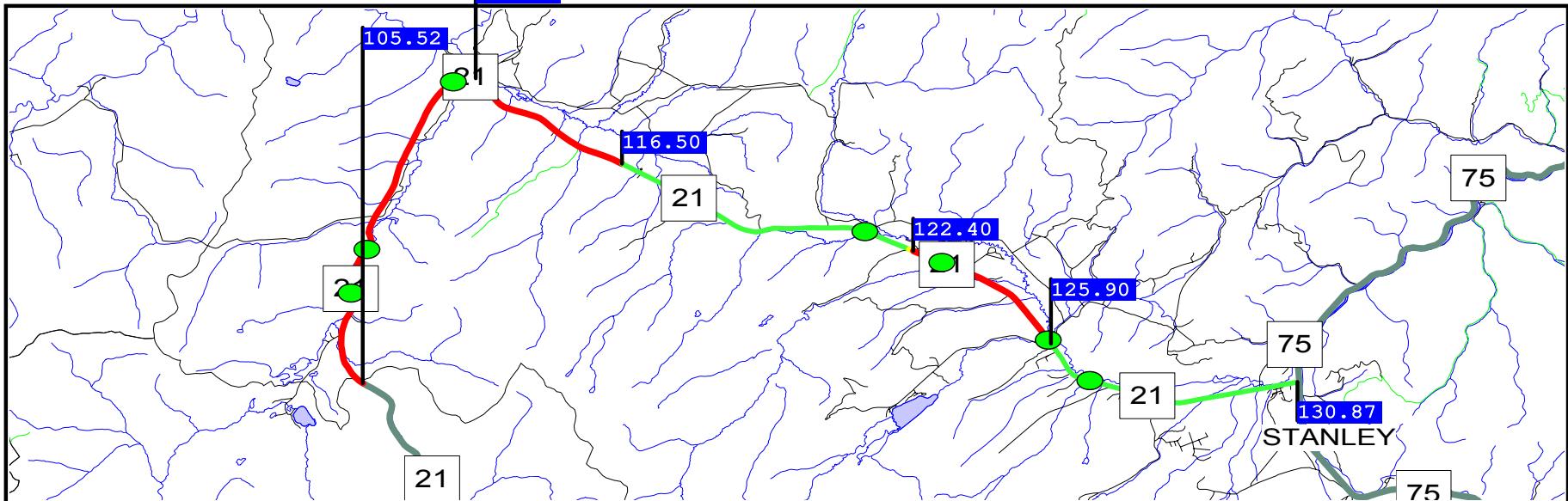
RURAL

MILEPOSTS	194.83 - 195.48	195.53 - 196.04
COUNTY	BLAINE	BLAINE
HIGHWAY DISTRICT #	4	4
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	NO	NO
STRUCTURES	YES	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	0.653	0.509
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	7	10
MATERIAL TYPE	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--
ADT (CURRENT)	1,300	1,300
ADT (FUTURE) -- 20 YEAR	1,917	1,917
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1990	1990
SEAL COAT YEAR	1991	----
S/N OR D	4.5	4.5
PERCENT TRUCKS--PEAK	11	11
V/C RATIO	0.11	0.11
CRACK/ROUGH/FINAL INDEX	5.0/3.6/4.3	4.8/3.6/4.3

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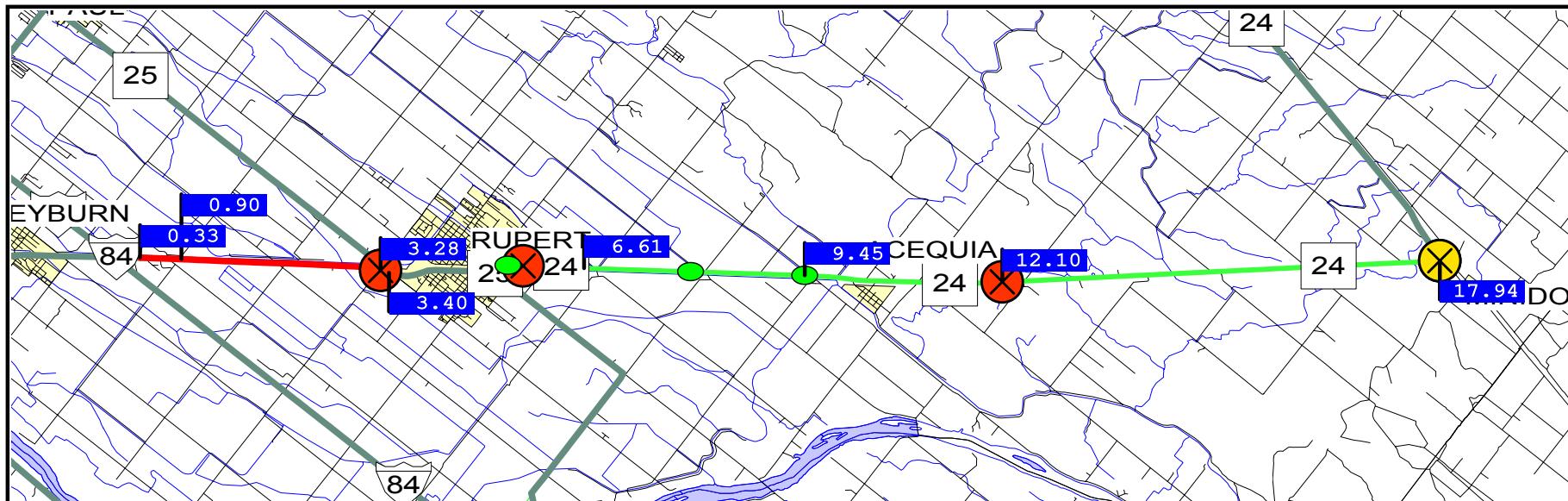
RURAL

	105.52 - 113.09	113.09 - 116.50	116.50 - 122.40	122.40 - 125.91	125.90 - 130.87
MILEPOSTS	105.52 - 113.09	113.09 - 116.50	116.50 - 122.40	122.40 - 125.91	125.90 - 130.87
COUNTY	CUSTER	CUSTER	CUSTER	CUSTER	CUSTER
HIGHWAY DISTRICT #	4	4	4	4	4
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO
STRUCTURES	YES	NO	NO	YES	YES
TERRAIN TYPE	MOUNTAINOUS	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	7.576	3.407	5.900	3.505	4.964
NUM OF LANES (EXISTING)	2	2	2	2	2
LANES					
WIDTH	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER					
WIDTH	2	2	3	3	2
MATERIAL TYPE	COMBINATION	BITUMINOUS	COMBINATION	COMBINATION	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--
ADT (CURRENT)	460	460	460	460	909
ADT (FUTURE) -- 20 YEAR	621	621	621	621	1,212
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	>= 3 LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.
PAVEMENT IMPROVEMENT	COLD IN PL RECY	COLD IN PL RECY	PLNT MIX OVLAY	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1998	1998	1984	2001	2001
SEAL COAT YEAR	1992	1992	1992	1992	1992
S/N OR D	1.9	1.9	3.7	1.8	1.8
PERCENT TRUCKS--PEAK	11	11	11	11	5
V/C RATIO	0.07	0.05	0.05	0.05	0.09
CRACK/ROUGH/FINAL INDEX	3.3/3.3/3.3	3.0/3.3/3.1	5.0/3.4/4.3	5.0/3.9/4.5	5.0/3.8/4.5

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2007	2006	2015
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$76,000	\$34,000	\$35,000
FOR CONSTRUCTION	\$3,000,000	\$974,000	\$1,002,000
TOTAL	\$3,076,000	\$1,008,000	\$1,037,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2	2



RURAL

MILEPOSTS	0.33 - 0.90	0.90 - 3.28	3.28 - 3.40	6.61 - 9.45	9.45 - 12.10	12.10 - 17.94
COUNTY	MINIDOKA	MINIDOKA	MINIDOKA	MINIDOKA	MINIDOKA	MINIDOKA
HIGHWAY DISTRICT #	4	4	4	4	4	4
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	OTHER PRIN ART	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	YES	NO	NO	YES	YES
STRUCTURES	NO	NO	NO	YES	YES	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	0.570	2.381	0.119	2.845	2.650	5.840
NUM OF LANES (EXISTING)	4	4	4	2	2	2
LANES	48	48	48	24	24	24
WIDTH	48	48	48	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE					
SHOULDER	6	8	6	1	3	2
WIDTH	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	COMBINATION	COMBINATION
MATERIAL TYPE	30	30	30	--	--	--
MEDIAN WIDTH	10,444	10,405	11,000	2,003	1,419	686
ADT (CURRENT)	12,744	12,721	13,449	2,459	1,749	849
ADT (FUTURE) -- 20 YEAR	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
ACCESS CONTROL (CURRENT)	>= 3 LANES	>= 3 LANES	>= 3 LANES	TWO LANES	TWO LANES	>= 3 LANES
WIDENING FEASIBLE?	.	.	.	.	.	.
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	COLD IN PL W/OV	COLD IN PL RECY	COLD IN PL RECY	PLNT MIX OVLAY	PLNT MIX OVLAY	C.R.A.B.S.
YEAR OF IMPROVEMENT	1995	1990	1990	1997	1997	1997
SEAL COAT YEAR	1990	1999	1999	1999	1999	1999
S/N OR D	1.8	2.8	2.3	3.8	4.0	2.2
PERCENT TRUCKS--PEAK	3	3	4	6	7	9
V/C RATIO	0.19	0.19	0.20	0.11	0.07	0.05
CRACK/ROUGH/FINAL INDEX	3.8/3.8/4.3	4.7/3.6/4.4	5.0/3.2/4.2	4.7/3.9/4.4	5.0/3.7/4.5	5.0/3.5/4.4

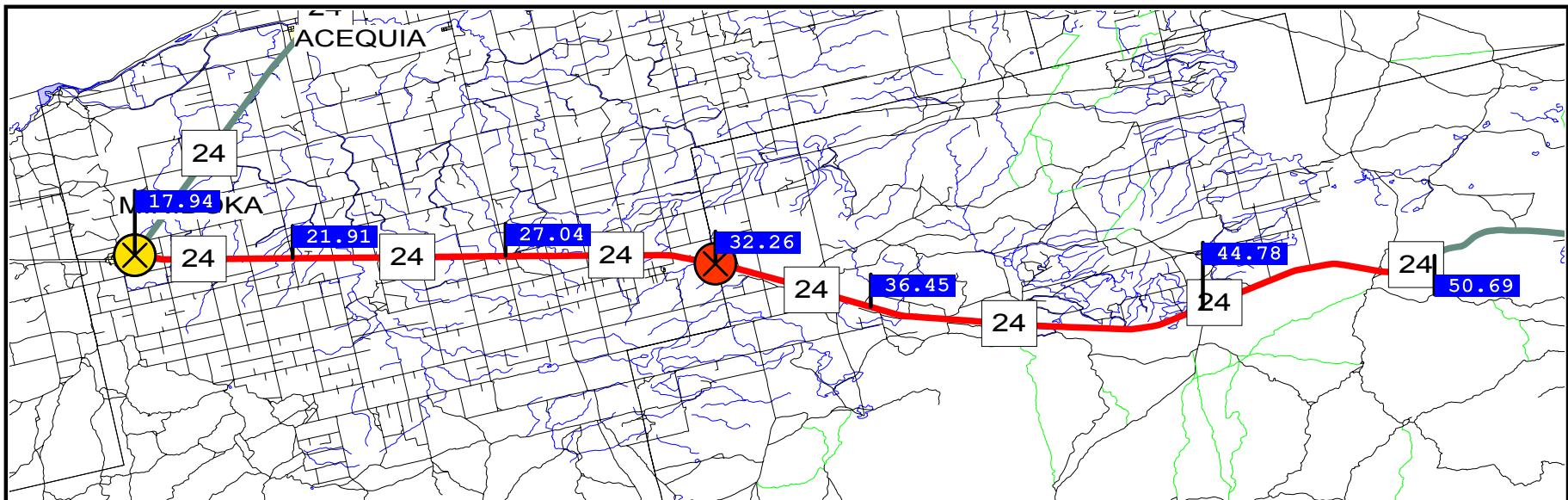
HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2008	2011	2011
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R		SHLD WIDTH-R
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$5,000	\$0	\$1,000
FOR CONSTRUCTION	\$306,000	\$686,000	\$76,000
TOTAL	\$311,000	\$686,000	\$77,000
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	4	4	4

RR CROSSING NUMBER	819044S	819025M	819014A
TOTAL THROUGH TRAINS	1	1	1
TOT SWITCHING TRAINS	0	0	0
SPEED RANGE	3 TO 20	3 TO 20	3 TO 20
CROSSING SURFACE TYPE	SECTION TIMBER	ASPHALT	SECTION TIMBER
TYPES OF CONTROLS			
FLASHING LIGHTS	4	0	0
CANT OVER ROAD	2	0	0
MAST MOUNTED	2	0	0
GATES	0	0	0
SIGNS	2	2	2
REFLECT. XBUCKS	2	2	2
HWY TRAFFIC SIGNAL	0	0	0
WIGWAGS	0	0	0
BELLS	0	0	0
SPEED SELECTION	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE
R R C R O S S I N G I M P R O V E M E N T			
TYPE OF IMPROVEMENT	LIGHTS/GATES	CHANGE SURFACE	
YEAR OF IMPROVEMENT	00	00	
RR XING DEFICIENCY	LIGHTS/GATES	SURFACE	
COST OF IMPROVEMENT			
COST CONTROL	\$250,000	\$0	
SURFACE	\$120,000	\$50,000	
CIRCUITRY	\$0	\$0	
TOTAL (EXCL ADMIN)	\$370,000	\$50,000	
ADMINISTRATIVE	\$18,500	\$2,500	
TOI CROSSING SURFACE	RUBBER	CONCRETE SLAB	

RR CROSSING NUMBER	819015G
TOTAL THROUGH TRAINS	1
TOT SWITCHING TRAINS	0
SPEED RANGE	3 TO 20
CROSSING SURFACE TYPE	SECTION TIMBER
TYPES OF CONTROLS	
FLASHING LIGHTS	0
GATES	0
SIGNS	2
REFLECT. XBUCKS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	0
SPEED SELECTION	NOT APPLICABLE



	17.94 - 21.91 MINIDOKA	21.91 - 27.04 MINIDOKA	27.04 - 32.26 MINIDOKA	32.26 - 36.45 LINCOLN	36.45 - 44.78 LINCOLN	44.78 - 50.69 LINCOLN
COUNTY	MINIDOKA	MINIDOKA	MINIDOKA	LINCOLN	LINCOLN	LINCOLN
HIGHWAY DISTRICT #	4	4	4	4	4	4
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	YES	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	3.970	5.130	5.219	4.187	8.335	5.912
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	24	24	24	24	24
WIDTH	24	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	BIT PENETRATION	MIXED BITUMINOUS
SHOULDER						
WIDTH	2	2	2	2	2	2
MATERIAL TYPE	COMBINATION	STABILIZED	COMBINATION	STABILIZED	COMBINATION	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	333	326	530	494	500	500
ADT (FUTURE) -- 20 YEAR	414	403	654	614	621	621
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	BIT SURF TRMNT	BIT SURF TRMNT
YEAR OF IMPROVEMENT	1988	1988	1988	1988	1973	1974
SEAL COAT YEAR	1999	1996	1996	1996	1996	1991
S/N OR D	2.2	2.3	2.3	2.8	1.7	1.7
PERCENT TRUCKS--PEAK	10	9	8	10	10	10
V/C RATIO	0.03	0.03	0.05	0.04	0.04	0.04
CRACK/ROUGH/FINAL INDEX	2.1/3.2/2.6	2.4/3.2/2.7	2.4/3.4/2.8	3.0/3.5/3.2	2.5/3.5/2.9	5.0/3.7/4.5

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE	RESURFACE	RESURFACE WITH SHLD IMPROVMENT			
YEAR OF IMPROVEMENT	2005	2007	2006	2009	2005	2015
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR SHLD WIDTH-R			
SYSTEM DEFICIENCY:						
COST OF IMPROVEMENT						
FOR ROW AND UTIL	\$0	\$0	\$42,000	\$17,000	\$33,000	\$24,000
FOR CONSTRUCTION	\$580,000	\$749,000	\$1,284,000	\$921,000	\$1,834,000	\$1,301,000
TOTAL	\$580,000	\$749,000	\$1,326,000	\$938,000	\$1,867,000	\$1,325,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2	2	2	2

RR CROSSING NUMBER
 TOTAL THROUGH TRAINS
 TOT SWITCHING TRAINS
 SPEED RANGE
 CROSSING SURFACE TYPE

TYPES OF CONTROLS

FLASHING LIGHTS
 GATES
 SIGNS
 REFLECT. XBUCKS
 HWY TRAFFIC SIGNAL
 WIGWAGS
 BELLS

SPEED SELECTION

TYPE OF IMPROVEMENT
 YEAR OF IMPROVEMENT
 RR XING DEFICIENCY
 COST OF IMPROVEMENT
 COST CONTROL
 SURFACE
 CIRCUITRY
 TOTAL (EXCL ADMIN)
 ADMINISTRATIVE
 TOI CROSSING SURFACE

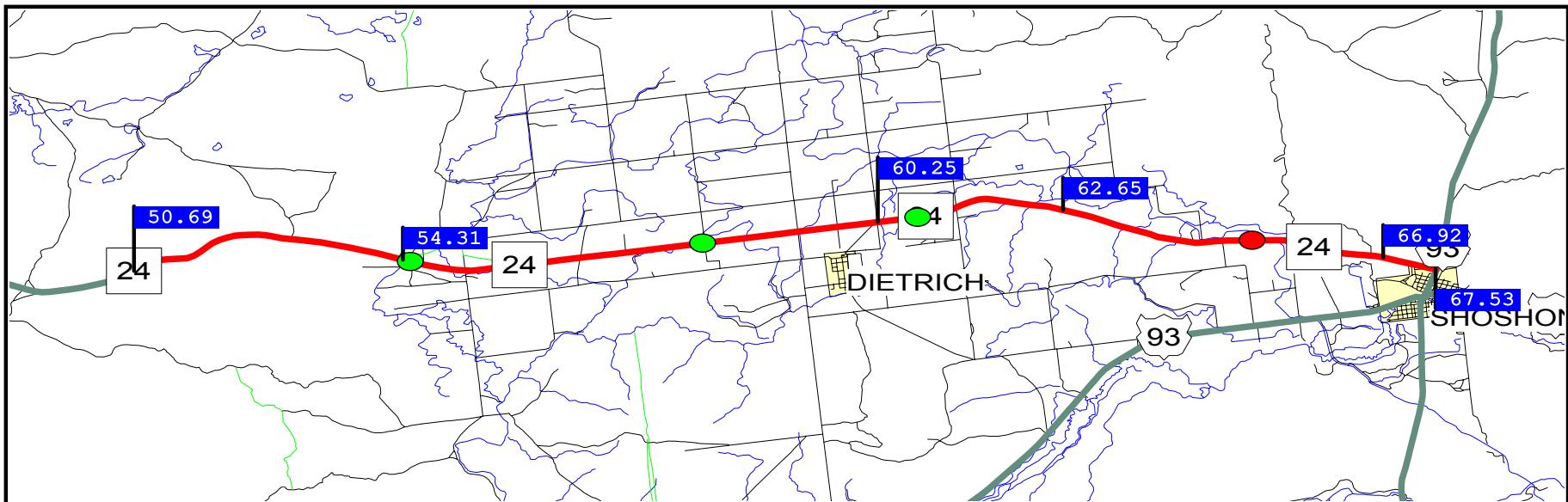
812802T
 1
 0
 3 TO 20
 ASPHALT

0
 0
 2
 2
 0
 0
 0

NOT APPLICABLE

R R C R O S S I N G I M P R O V E M E N T

CHANGE SURFACE
00
SURFACE
\$0
\$40,000
\$0
\$40,000
\$2,000
SECTION TIMBER



RURAL

	50.69 - 54.31 LINCOLN 4	54.31 - 60.25 LINCOLN 4	60.25 - 62.65 LINCOLN 4	62.65 - 66.92 LINCOLN 4	66.92 - 67.53 LINCOLN 4
COUNTY HIGHWAY DISTRICT #	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NO	NO	NO	NO	NO
RR-XINGS	NO	YES	NO	YES	NO
STRUCTURES	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING	RURAL-ROLLING
TERRAIN TYPE	RURAL	RURAL	RURAL	RURAL	RURAL
TYPE OF DEVELOPMENT	3.617	5.940	2.400	4.266	0.617
SECTION LENGTH	2	2	2	2	3
NUM OF LANES (EXISTING)					
LANES	24	24	24	24	36
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
SHOULDER	2	2	2	2	2
WIDTH	--	--	--	--	--
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH					
ADT (CURRENT)	500	582	960	1,162	1,500
ADT (FUTURE) -- 20 YEAR	621	721	1,192	1,443	1,863
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1976	1976	1987	1987	1987
SEAL COAT YEAR	1991	1991	1994	1994	1994
S/N OR D	1.9	1.9	2.2	2.2	2.2
PERCENT TRUCKS--PEAK	10	9	10	10	10
V/C RATIO	0.04	0.05	0.09	0.12	0.10
CRACK/ROUGH/FINAL INDEX	3.5/3.1/3.3	3.0/3.3/3.1	4.0/3.5/3.8	3.2/3.4/3.3	5.0/3.7/4.5

HIGHWAY IMPROVEMENT #1

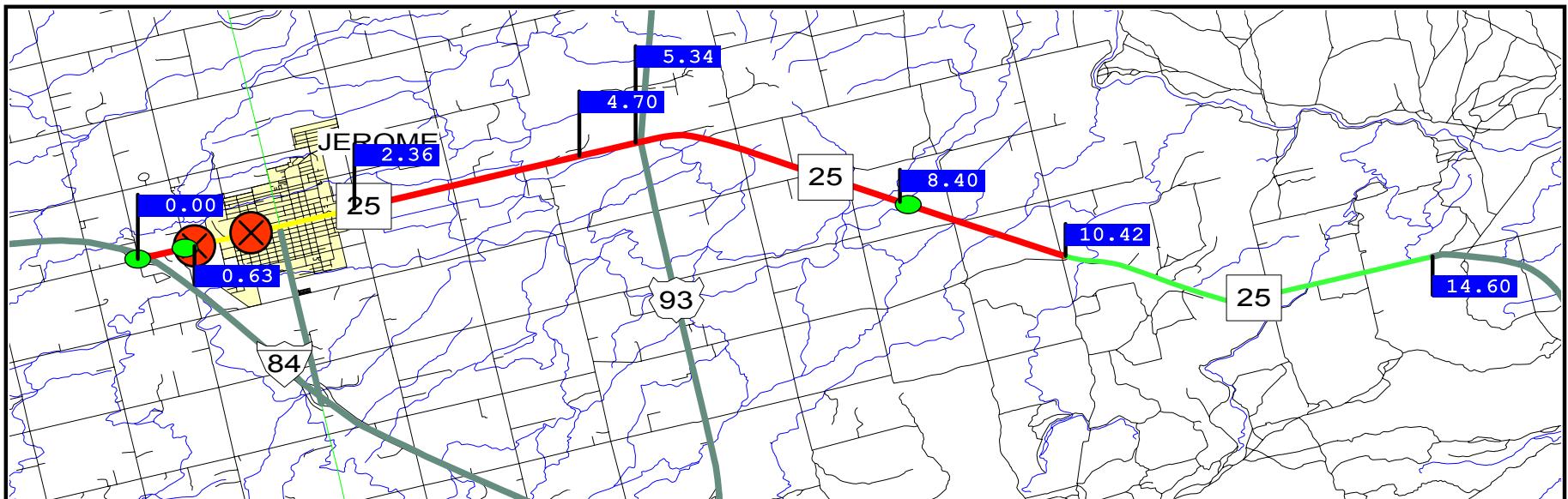
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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT				
YEAR OF IMPROVEMENT	2009	2007	2011	2007	2013
SYSTEM DEFICIENCY:	PSR < RESRF-PSR				
SYSTEM DEFICIENCY:	SHLD WIDTH-R				
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$14,000	\$24,000	\$10,000	\$34,000	\$7,000
FOR CONSTRUCTION	\$796,000	\$1,307,000	\$528,000	\$1,049,000	\$228,000
TOTAL	\$810,000	\$1,331,000	\$538,000	\$1,083,000	\$235,000
ACCESS CONTROL(FUTURE)	NO CONTROL				
NUM OF LANES(DES.)	2	2	2	2	3

STRUCTURE IMPROVEMENTSSTRUCTURE REPLACEMENTS

13025
 MILNER GOODING
 65.12
 1991
 2004
 48.2
 NO
 YES
 NO
 STRUC DEFICENT

BRIDGE KEY
 FEATURES
 MILEPOST
 SQUARE FOOTAGE
 PROGRAMMED YEAR
 SUFFICIENCY RATING
 WEIGHT RESTRICTION
 WIDTH RESTRICTION
 HEIGHT RESTRICTION
 DEFICIENCY



	0.00 - 0.63 JEROME	2.36 - 4.70 JEROME	4.70 - 5.34 JEROME	5.34 - 8.40 JEROME	8.40 - 10.42 JEROME	10.42 - 14.60 JEROME
COUNTY	4	4	4	4	4	4
HIGHWAY DISTRICT #	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FUNCTIONAL CLASS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
FEDERAL AID SYSTEM	YES	NO	NO	NO	NO	NO
RR-XINGS	YES	NO	NO	NO	YES	NO
STRUCTURES	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING
TERRAIN TYPE	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
TYPE OF DEVELOPMENT	0.626	2.344	0.642	3.061	2.017	4.180
SECTION LENGTH	4	2	2	3	2	2
NUM OF LANES (EXISTING)	48	24	24	36	24	24
LANES	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
WIDTH	0	7	6	1	2	3
MATERIAL TYPE	CURBED	COMBINATION	BITUMINOUS	STABILIZED	COMBINATION	BITUMINOUS
SHOULDER	--	--	--	--	--	--
WIDTH	5,317	2,735	2,700	1,442	668	550
MATERIAL TYPE	6,526	3,370	3,327	1,777	825	680
ADT (CURRENT)	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
ADT (FUTURE) -- 20 YEAR	TWO LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES
ACCESS CONTROL (CURRENT)	.	.	.	.	.	.
WIDENING FEASIBLE?	RESURFACE FLEX	COLD IN PL RECY	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	COLD IN PL RECY
AVE. 5 YR. ACC. NOS.	1965	1997	1964	1965	1965	1989
PAVEMENT IMPROVEMENT	1989	1989	1997	1997	1996	1996
YEAR OF IMPROVEMENT	3.3	2.1	2.1	2.4	2.4	2.6
SEAL COAT YEAR	5	7	7	7	7	8
S/N OR D	0.09	0.11	0.11	0.05	0.04	0.03
PERCENT TRUCKS--PEAK	1.9/2.3/2.1	5.0/4.0/4.6	1.7/3.2/2.3	2.9/3.2/3.0	2.9/3.4/3.1	5.0/3.6/4.4
V/C RATIO	CRACK/ROUGH/FINAL INDEX					

HIGHWAY IMPROVEMENT #1

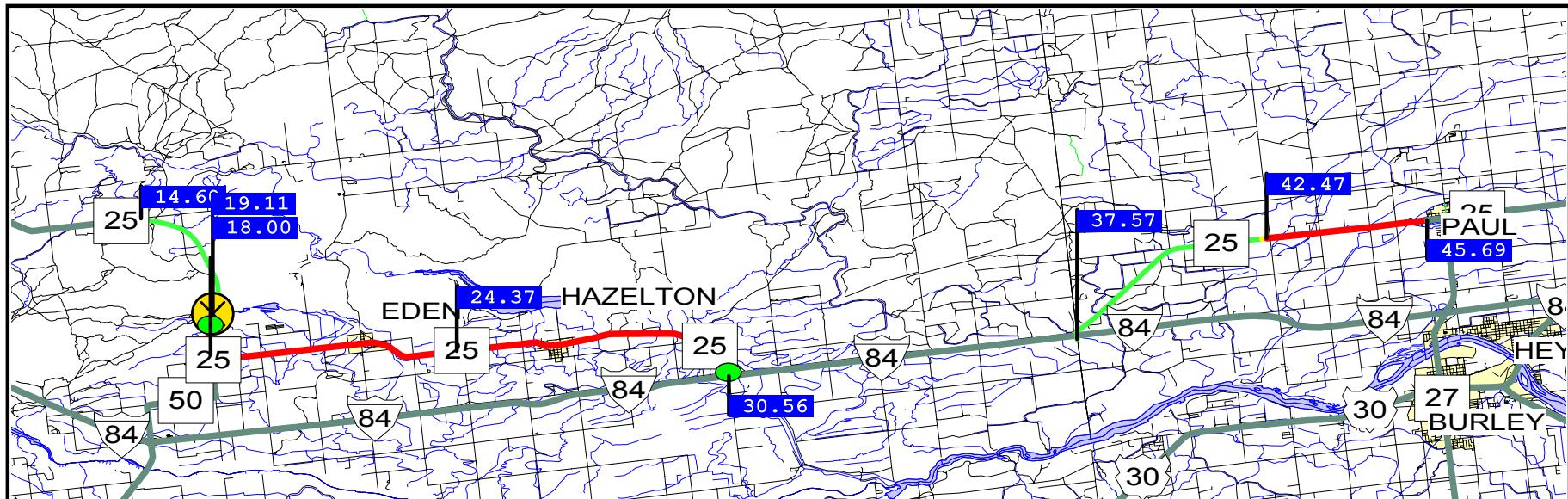
PAGE 20

TYPE OF IMPROVEMENT	RESURFACE	RESURFACE	RESURFACE	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2003	2013	2003	2008	2008
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:				SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$0	\$0	\$0	\$37,000	\$16,000
FOR CONSTRUCTION	\$173,000	\$323,000	\$89,000	\$1,130,000	\$496,000
TOTAL	\$173,000	\$323,000	\$89,000	\$1,167,000	\$512,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	4	2	2	3	2

RR CROSSING NUMBER	818901L
TOTAL THROUGH TRAINS	1
TOT SWITCHING TRAINS	2
SPEED RANGE	5 TO 40
CROSSING SURFACE TYPE	ASPHALT
TYPES OF CONTROLS	
FLASHING LIGHTS	4
CANT OVER ROAD	2
MAST MOUNTED	2
GATES	0
SIGNS	2
REFLECT. XBUCKS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	2
SPEED SELECTION	NOT APPLICABLE

TYPE OF IMPROVEMENT	LIGHTS/GATES
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	LIGHTS/GATES
COST OF IMPROVEMENT	
COST CONTROL	\$250,000
SURFACE	\$100,000
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$350,000
ADMINISTRATIVE	\$17,500
TOI CROSSING SURFACE	CONCRETE SLAB

R R C R O S S I N G I M P R O V E M E N T



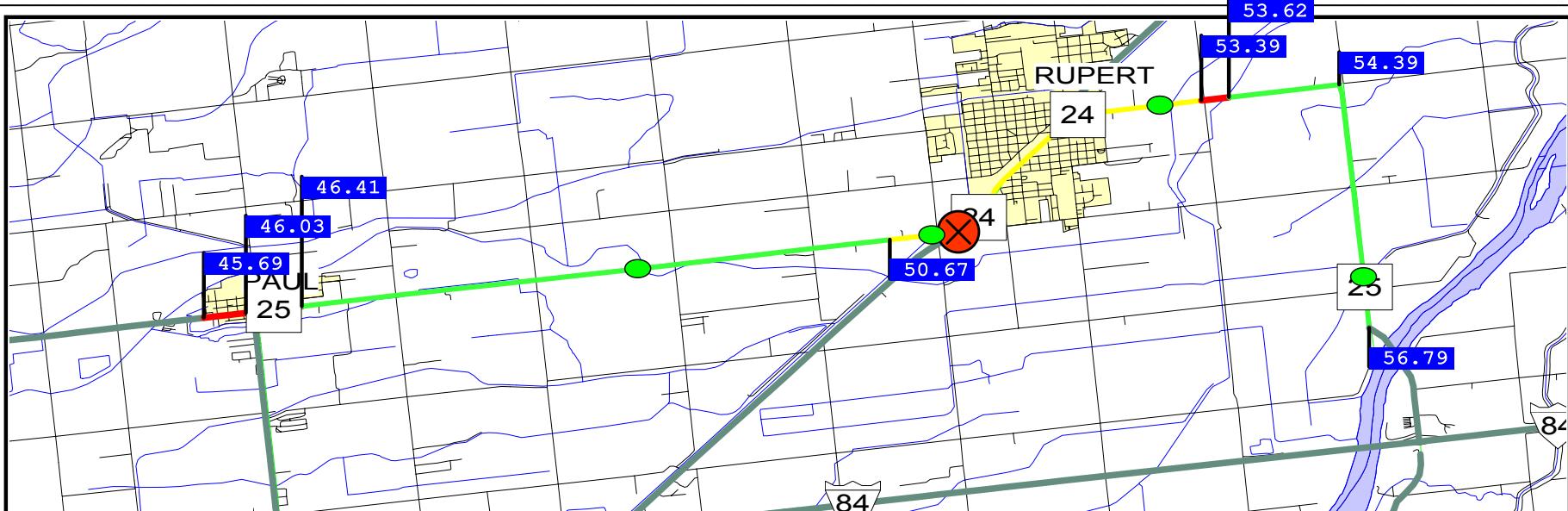
MILEPOSTS	14.60 - 18.00	18.00 - 19.11	19.11 - 24.37	24.37 - 30.56	37.57 - 42.47	42.47 - 45.69
COUNTY	JEROME	JEROME	JEROME	JEROME	MINIDOKA	MINIDOKA
HIGHWAY DISTRICT #	4	4	4	4	4	4
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	YES	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	YES	YES	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	3.400	1.112	5.256	6.196	4.900	3.223
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	24	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	COMBINATION	STABILIZED
SHOULDER	3	2	2	2	5	2
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	COMBINATION	STABILIZED
MEDIAN WIDTH	---	---	---	---	---	---
ADT (CURRENT)	477	480	975	1,182	1,665	3,134
ADT (FUTURE) -- 20 YEAR	590	594	1,194	1,448	2,032	3,809
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.
PAVEMENT IMPROVEMENT	COLD IN PL RECY	COLD IN PL RECY	COLD IN PL RECY	COLD IN PL RECY	NW CONS/RCN FLX	ROAD MIX OVLAY
YEAR OF IMPROVEMENT	1989	1997	1997	1997	1959	1961
SEAL COAT YEAR	1996	1975	1991	1991	1996	1996
S/N OR D	2.6	2.6	2.8	2.8	1.9	2.5
PERCENT TRUCKS--PEAK	9	9	4	5	3	1
V/C RATIO	0.03	0.03	0.05	0.06	0.08	0.14
CRACK/ROUGH/FINAL INDEX	5.0/3.6/4.4	2.0/3.1/2.5	3.0/3.1/3.0	3.0/3.1/3.0	5.0/3.9/4.5	1.5/2.4/1.8

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURF W/SHLD/R IMPROVE & ALIGN	RESURF W/SHLD/R IMPROVE & ALIGN	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2004	2009	2009	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	HORIZ ALIGNMENT	HORIZ ALIGNMENT	SHLD WIDTH-R
SYSTEM DEFICIENCY:		SHLD WIDTH-R	SHLD WIDTH-R	
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$9,000	\$105,000	\$124,000	\$13,000
FOR CONSTRUCTION	\$274,000	\$2,144,000	\$2,528,000	\$709,000
TOTAL	\$283,000	\$2,249,000	\$2,652,000	\$722,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2	2

RR CROSSING NUMBER	818952W
TOTAL THROUGH TRAINS	2
TOT SWITCHING TRAINS	0
SPEED RANGE	5 TO 40
CROSSING SURFACE TYPE	SECTION TIMBER
TYPES OF CONTROLS	
FLASHING LIGHTS	2
MAST MOUNTED	2
GATES	0
SIGNS	2
REFLECT. XBUCKS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	0
SPEED SELECTION	NOT APPLICABLE

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 2 7 0

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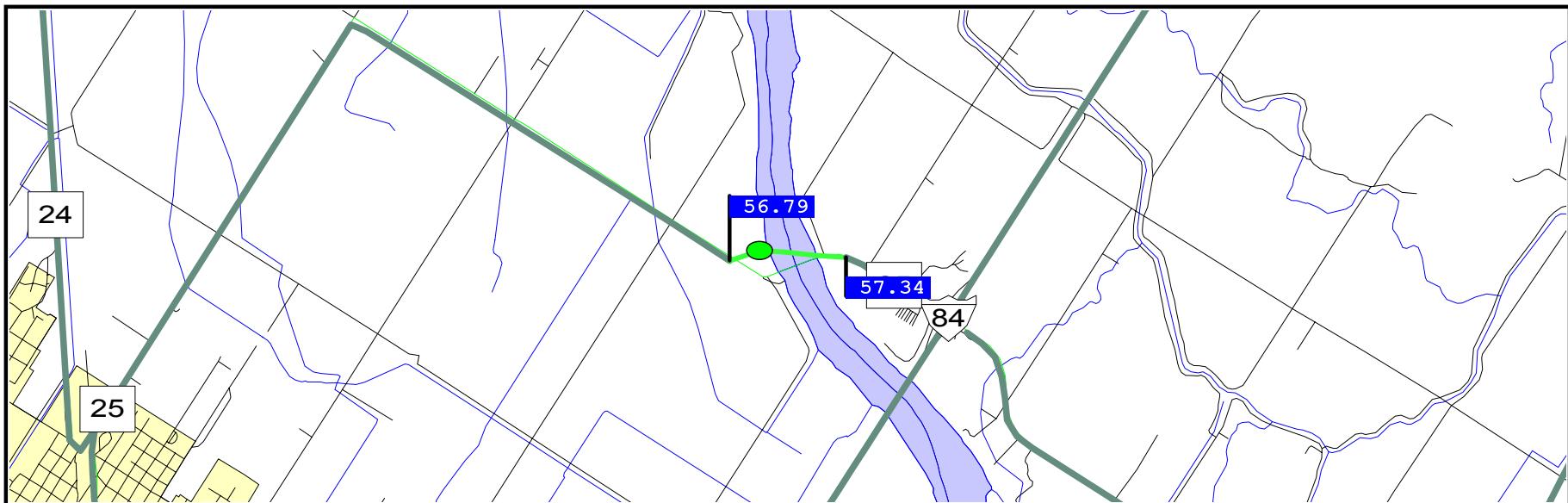
RURAL

MILEPOSTS	45.69 - 46.03	46.03 - 46.41	46.41 - 50.66	53.39 - 53.62	53.62 - 54.39	54.39 - 56.79
COUNTY	MINIDOKA	MINIDOKA	MINIDOKA	MINIDOKA	MINIDOKA	MINIDOKA
HIGHWAY DISTRICT #	4	4	4	4	4	4
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	0.332	0.385	4.255	0.229	0.771	2.396
NUM OF LANES (EXISTING)	4	4	2	2	2	2
LANES	48	48	24	24	24	24
WIDTH	HIGH FLEXIBLE					
MATERIAL TYPE	CURBED	CURBED	COMBINATION	COMBINATION	BITUMINOUS	BITUMINOUS
SHOULDER	0	0	7	5	1	2
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	CURBED	CURBED	COMBINATION	COMBINATION	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	3,789	5,135	4,959	2,500	2,500	1,837
ADT (FUTURE) -- 20 YEAR	4,605	6,266	6,063	3,057	3,057	2,255
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	ONE LANE	ONE LANE	TWO LANES	TWO LANES	TWO LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	PLNT MIX OVLAY	NW CONS/RCN FLX	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1969	1969	1994	1960	1995	1995
SEAL COAT YEAR	1996	1996	2002	1997	1997	1997
S/N OR D	2.3	2.3	3.3	2.1	3.1	3.1
PERCENT TRUCKS--PEAK	1	3	3	4	4	5
V/C RATIO	0.09	0.13	0.21	0.10	0.10	0.08
CRACK/ROUGH/FINAL INDEX	2.3/2.2/2.3	2.5/2.2/2.4	4.0/3.4/3.7	4.5/3.0/3.9	4.5/3.7/4.2	4.3/3.7/4.1

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE	RESURFACE	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2005	2005	2012
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:			SHLD WIDTH-R
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$0	\$0	\$1,000
FOR CONSTRUCTION	\$92,000	\$106,000	\$50,000
TOTAL	\$92,000	\$106,000	\$51,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	4	4	2

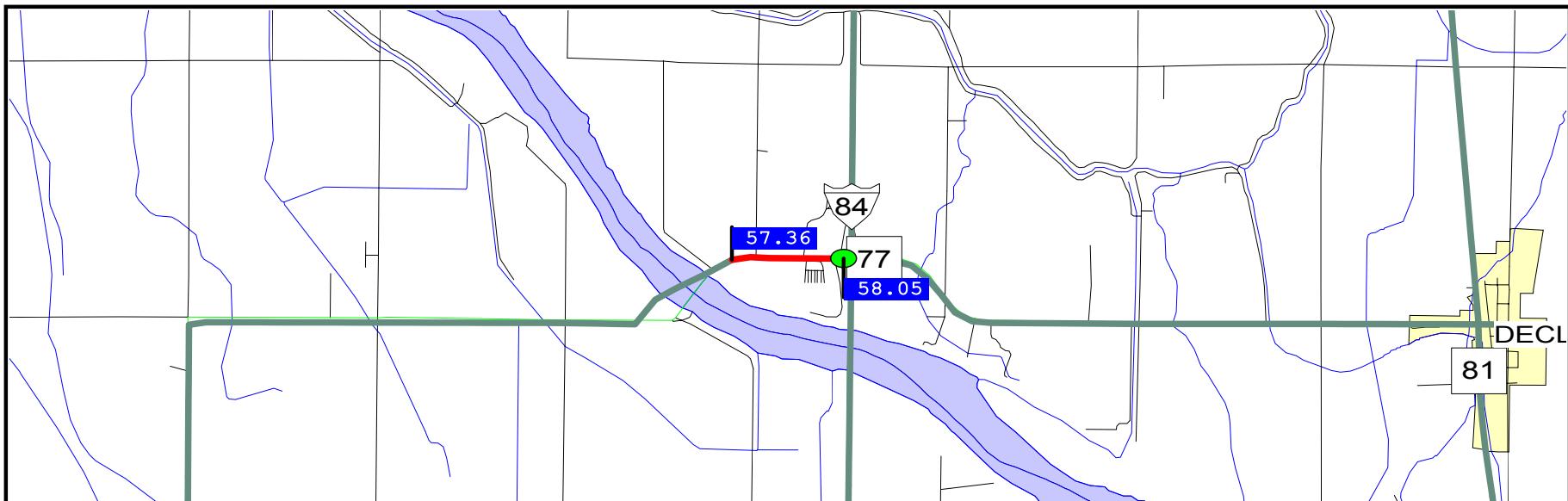


RURAL

MILEPOSTS	56.79 - 57.34
COUNTY	MINIDOKA
HIGHWAY DISTRICT #	4
FUNCTIONAL CLASS	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	YES
TERRAIN TYPE	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	0.550
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	BIT-SURF-TREATD
SHOULDER	
WIDTH	4
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
ADT (CURRENT)	1,705
ADT (FUTURE) -- 20 YEAR	2,093
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NO INFORMATION
YEAR OF IMPROVEMENT	0000
SEAL COAT YEAR	1997
S/N OR D	5.0
PERCENT TRUCKS--PEAK	5
V/C RATIO	0.07
CRACK/ROUGH/FINAL INDEX	5.0/3.1/4.2

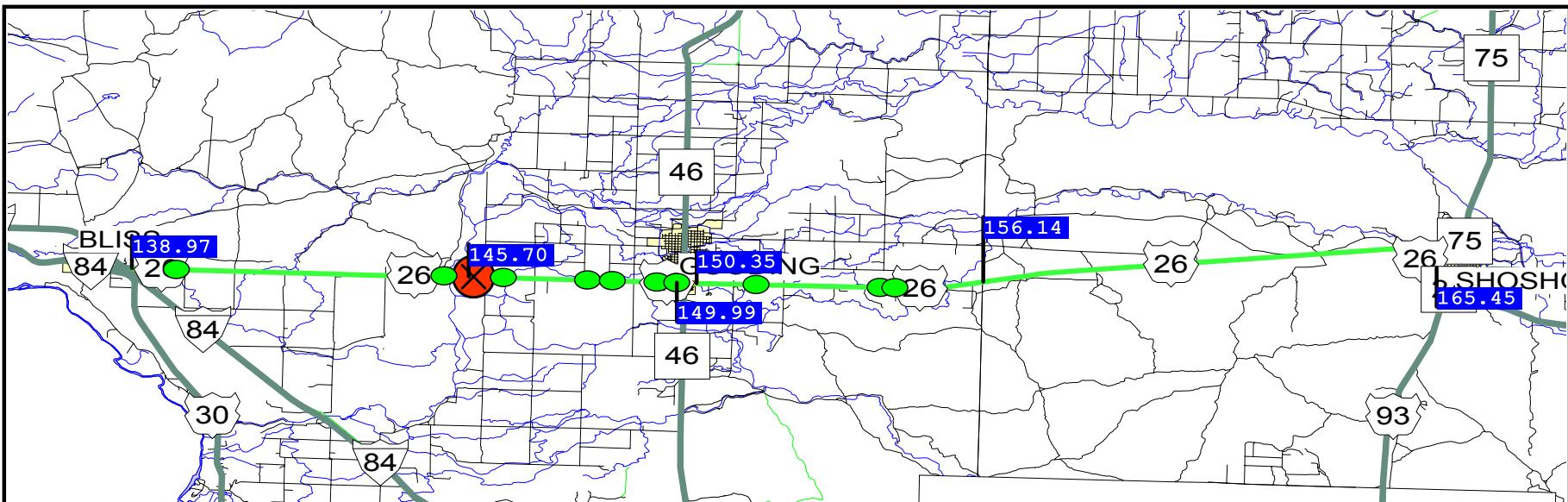
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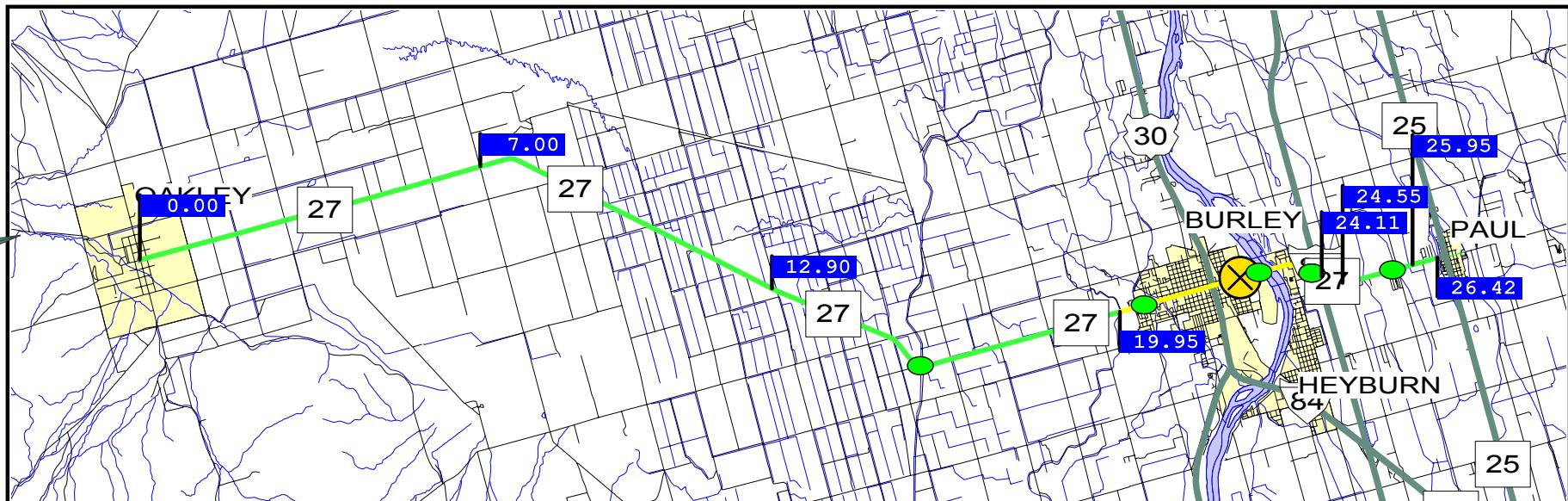
MILEPOSTS 57.36 - 58.05
 COUNTY CASSIA
 HIGHWAY DISTRICT # 4
 FUNCTIONAL CLASS MAJOR COLLECTOR
 FEDERAL AID SYSTEM NON-NHS
 RR-XINGS NO
 STRUCTURES YES
 TERRAIN TYPE RURAL-FLAT
 TYPE OF DEVELOPMENT RURAL
 SECTION LENGTH 0.688
 NUM OF LANES (EXISTING) 2
 LANES
 WIDTH 24
 MATERIAL TYPE HIGH FLEXIBLE
 SHOULDER
 WIDTH 2
 MATERIAL TYPE BITUMINOUS
 MEDIAN WIDTH --
 ADT (CURRENT) 2,040
 ADT (FUTURE) -- 20 YEAR 2,499
 ACCESS CONTROL (CURRENT) NO CONTROL
 WIDENING FEASIBLE? TWO LANES
 AVE. 5 YR. ACC. NOS.
 PAVEMENT IMPROVEMENT PLNT MIX OVLAY
 YEAR OF IMPROVEMENT 1995
 SEAL COAT YEAR 1997
 S/N OR D 3.3
 PERCENT TRUCKS--PEAK 4
 V/C RATIO 0.08
 CRACK/ROUGH/FINAL INDEX 2.6/3.2/2.8

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2007
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$3,000
FOR CONSTRUCTION	\$151,000
TOTAL	\$154,000
ACCESS CONTROL(FUTURE)	NO CONTROL
NUM OF LANES(DES.)	2



RURAL

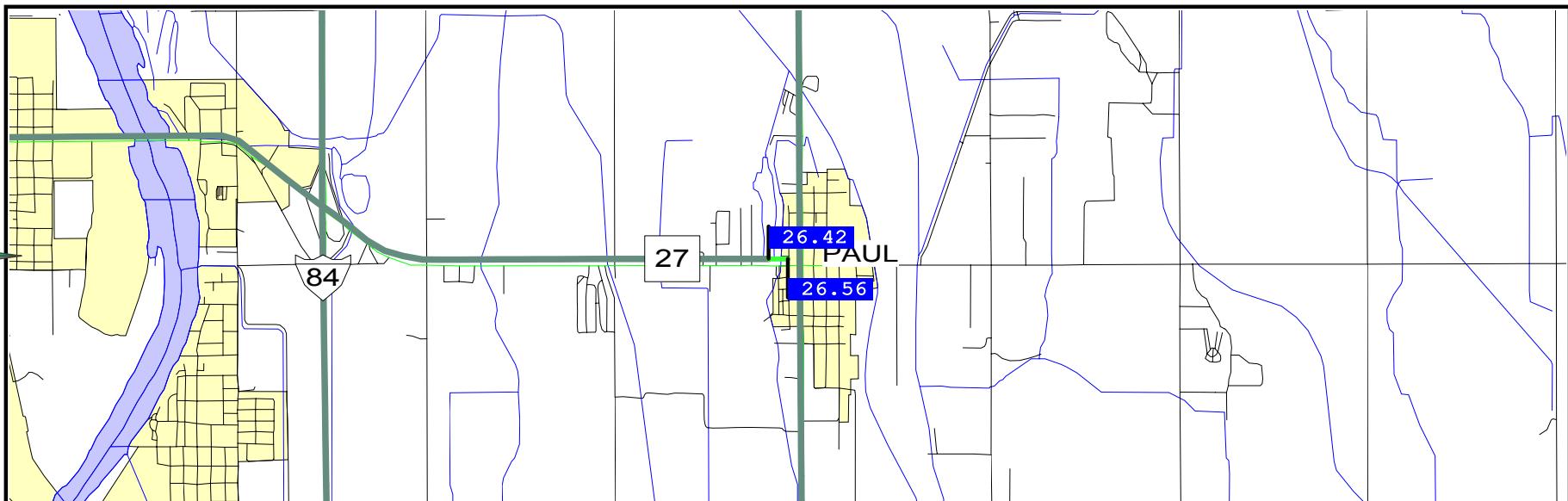
	138.97 - 145.70 GOODING	145.70 - 149.99 GOODING	150.35 - 156.14 GOODING	156.14 - 165.45 LINCOLN
COUNTY	4	4	4	4
HIGHWAY DISTRICT #	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO
STRUCTURES	YES	YES	YES	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	6.730	4.292	5.789	9.306
NUM OF LANES (EXISTING)	2	2	2	2
LANES	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	COMBINATION	COMBINATION	BITUMINOUS	BITUMINOUS
SHOULDER	6	6	6	6
WIDTH	--	--	--	--
MATERIAL TYPE	COMBINATION	COMBINATION	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--
ADT (CURRENT)	1,795	1,997	1,794	1,629
ADT (FUTURE) -- 20 YEAR	2,408	2,674	2,412	2,181
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	C.R.A.B.S.	C.R.A.B.S.	C.R.A.B.S.
YEAR OF IMPROVEMENT	1999	1999	2000	2000
SEAL COAT YEAR	1990	1993	1993	1995
S/N OR D	3.1	3.0	3.4	5.5
PERCENT TRUCKS--PEAK	8	7	8	7
V/C RATIO	0.08	0.09	0.08	0.09
CRACK/ROUGH/FINAL INDEX	5.0/3.4/4.3	5.0/3.4/4.3	5.0/3.8/4.5	5.0/3.7/4.4



RURAL

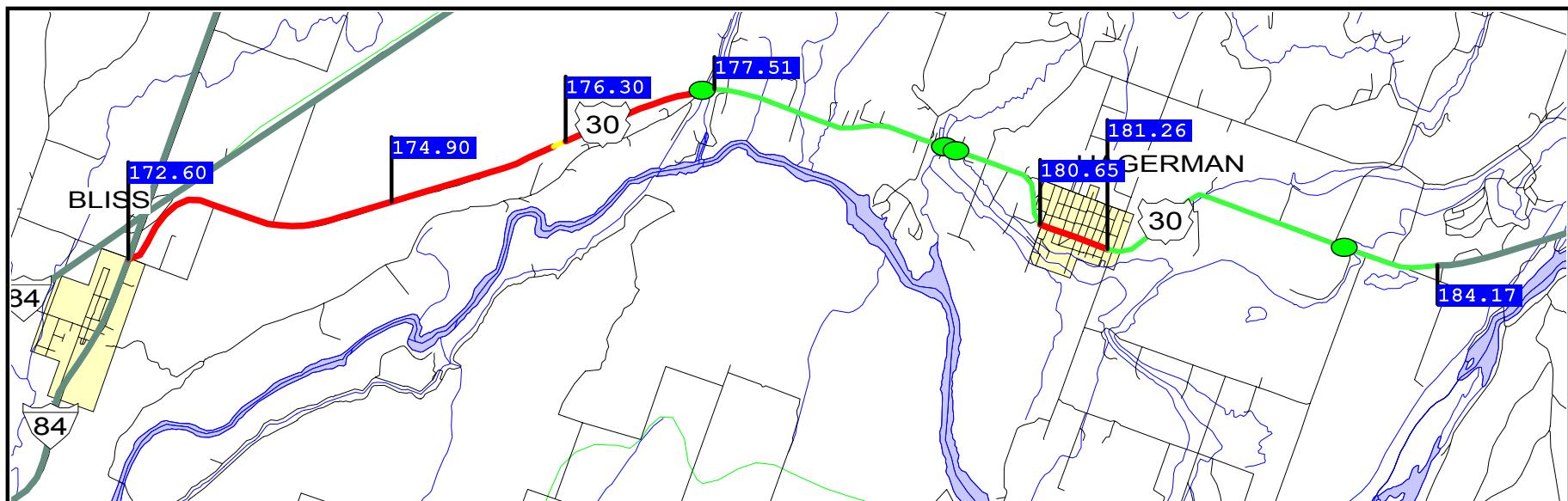
	0.00 - 7.00 CASSIA	7.00 - 12.90 CASSIA	12.90 - 19.95 CASSIA	24.11 - 24.55 MINIDOKA	24.55 - 25.95 MINIDOKA	25.95 - 26.42 MINIDOKA
COUNTY	4	4	4	4	4	4
HIGHWAY DISTRICT #	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FUNCTIONAL CLASS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
FEDERAL AID SYSTEM	NO	NO	NO	NO	NO	NO
RR-XINGS	NO	NO	NO	NO	YES	NO
STRUCTURES						
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	7.000	5.898	7.048	0.441	1.403	0.473
NUM OF LANES (EXISTING)	2	2	2	4	2	2
LANES						
WIDTH	24	24	24	48	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	2	3	3	10	8	3
MATERIAL TYPE	BITUMINOUS	COMBINATION	COMBINATION	COMBINATION	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--	--	26	--	--
ADT (CURRENT)	1,034	1,032	1,672	8,054	5,713	5,100
ADT (FUTURE) -- 20 YEAR	1,267	1,264	2,052	9,906	6,943	6,211
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL	NO CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	C.R.A.B.S.	C.R.A.B.S.	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1997	1997	1997	1999	1999	1963
SEAL COAT YEAR	1999	1999	1999	2002	2002	2002
S/N OR D	3.4	3.4	3.6	3.1	3.7	2.7
PERCENT TRUCKS--PEAK	5	5	5	6	1	2
V/C RATIO	0.05	0.05	0.08	0.14	0.24	0.22
CRACK/ROUGH/FINAL INDEX	5.0/3.5/4.4	5.0/3.6/4.4	5.0/3.6/4.4	2.0/3.3/2.5	5.0/3.3/4.3	5.0/3.4/4.3

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2004
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$122,000
TOTAL	\$122,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL
NUM OF LANES (DES.)	4



RURAL

MILEPOSTS	26.42 - 26.56
COUNTY	MINIDOKA
HIGHWAY DISTRICT #	4
FUNCTIONAL CLASS	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	NO
TERRAIN TYPE	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	0.138
NUM OF LANES (EXISTING)	4
LANES	
WIDTH	48
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	0
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
ADT (CURRENT)	5,100
ADT (FUTURE) -- 20 YEAR	6,211
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL
WIDENING FEASIBLE?	ONE LANE
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1963
SEAL COAT YEAR	2002
S/N OR D	2.7
PERCENT TRUCKS--PEAK	2
V/C RATIO	0.09
CRACK/ROUGH/FINAL INDEX	5.0/3.9/4.6



RURAL

MILEPOSTS	172.60 - 174.90	174.90 - 176.30	176.30 - 177.51	177.51 - 180.65	180.65 - 181.26	181.26 - 184.17
COUNTY	GOODING	GOODING	GOODING	GOODING	GOODING	GOODING
HIGHWAY DISTRICT #	4	4	4	4	4	4
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	YES	YES	NO	NO
TERRAIN TYPE	RURAL-ROLLING	MOUNTAINOUS	MOUNTAINOUS	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	DENSE	RURAL
SECTION LENGTH	2.296	1.400	1.210	3.140	0.606	2.914
NUM OF LANES (EXISTING)	2	3	2	2	4	2
LANES	24	36	24	24	48	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	BITUMINOUS	COMBINATION	BITUMINOUS	BITUMINOUS	CURBED	BITUMINOUS
SHOULDER	5	5	4	5	0	4
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	BITUMINOUS	COMBINATION	BITUMINOUS	BITUMINOUS	CURBED	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	1,605	1,600	1,605	2,277	3,100	2,991
ADT (FUTURE) -- 20 YEAR	2,005	1,999	2,005	2,823	3,775	3,650
ACCESS CONTROL (CURRENT)	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	TWO LANES	TWO LANES	>= 3 LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	RESURFACE FLEX	RESURFACE FLEX	RESURFACE FLEX	C.R.A.B.S.	C.R.A.B.S.	C.R.A.B.S.
YEAR OF IMPROVEMENT	1969	1969	1969	1999	1999	1999
SEAL COAT YEAR	1994	1994	2000	2000	2000	2000
S/N OR D	2.8	2.8	2.8	3.2	3.2	3.2
PERCENT TRUCKS--PEAK	12	12	12	9	2	3
V/C RATIO	0.09	0.07	0.11	0.11	0.08	0.13
CRACK/ROUGH/FINAL INDEX	3.5/3.3/3.4	2.4/2.9/2.6	2.8/3.0/2.9	5.0/3.7/4.5	4.0/2.7/3.5	5.0/3.7/4.4

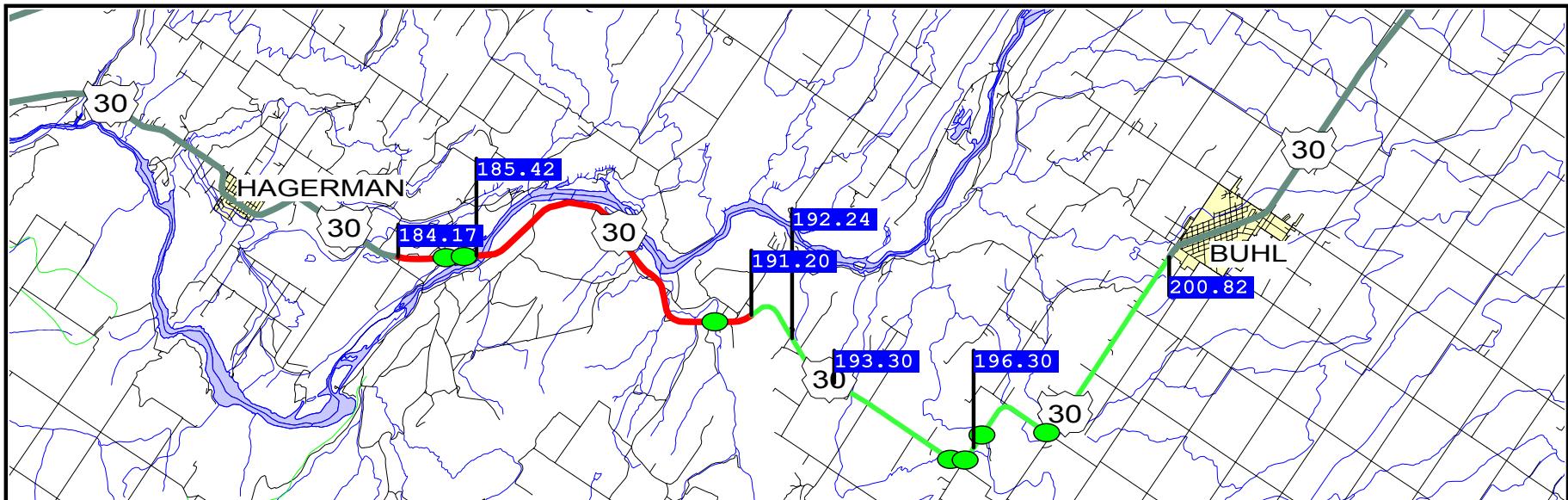
HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURF W/SHLDR IMPROVE & ALIGN	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE
YEAR OF IMPROVEMENT	2010	2005	2007	2015
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	HORIZ ALIGNMENT	SHLD WIDTH-R	SHLD WIDTH-R	
SYSTEM DEFICIENCY:	SHLD WIDTH-R			
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$87,000	\$21,000	\$12,000	\$0
FOR CONSTRUCTION	\$1,208,000	\$832,000	\$479,000	\$175,000
TOTAL	\$1,295,000	\$853,000	\$491,000	\$175,000
ACCESS CONTROL (FUTURE)	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
NUM OF LANES (DES.)	2	3	2	4

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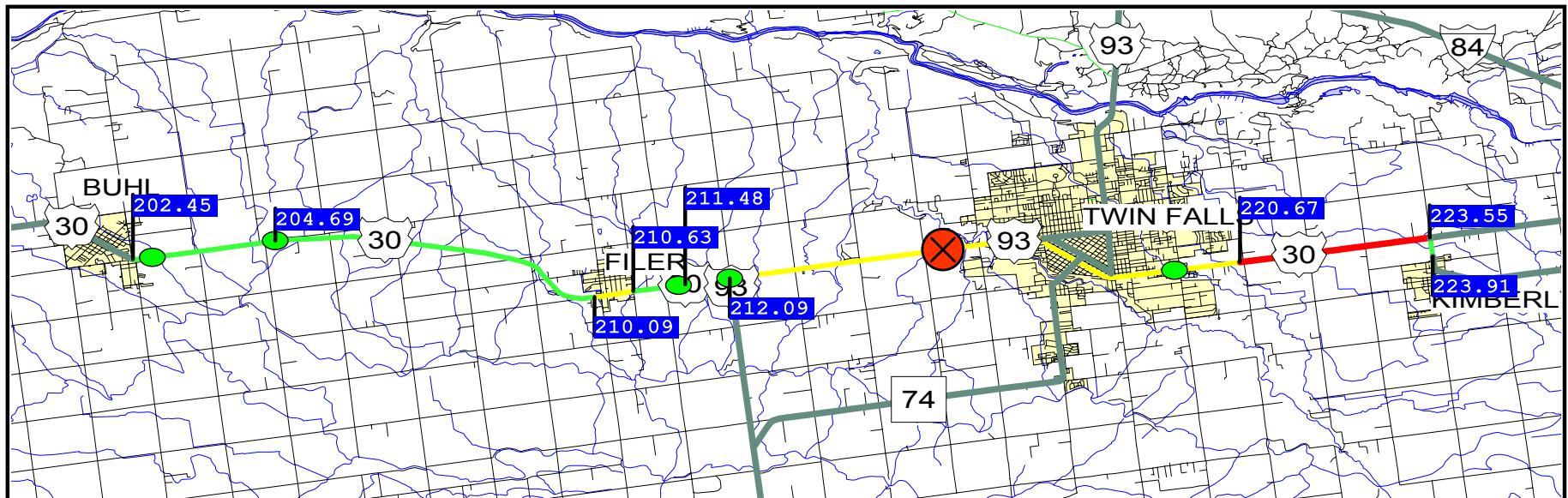
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RURAL

	184.17 - 185.42 GOODING	185.42 - 191.20 TWIN FALLS	191.20 - 192.24 TWIN FALLS	192.24 - 193.30 TWIN FALLS	193.30 - 196.30 TWIN FALLS	196.30 - 200.82 TWIN FALLS
COUNTY	GOODING	TWIN FALLS	TWIN FALLS	TWIN FALLS	TWIN FALLS	TWIN FALLS
HIGHWAY DISTRICT #	4	4	4	4	4	4
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	YES	NO	NO	NO	YES
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	1.249	5.781	1.040	1.060	3.000	4.515
NUM OF LANES (EXISTING)	2	2	3	2	2	2
LANES	24	24	36	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	MIXED BITUMINOUS	MIXED BITUMINOUS
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	COMBINATION	BITUMINOUS
SHOULDER	5	5	2	5	5	4
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	COMBINATION	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	2,100	1,495	1,400	1,400	1,475	2,126
ADT (FUTURE) -- 20 YEAR	2,567	1,842	1,729	1,729	1,821	2,610
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	ONE LANE	>= 3 LANES	>= 3 LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1968	1969	1999	1999	1999	1999
SEAL COAT YEAR	2000	2000	2000	2000	2000	2000
S/N OR D	2.1	2.8	3.8	3.8	2.7	2.6
PERCENT TRUCKS--PEAK	4	7	8	8	7	6
V/C RATIO	0.12	0.08	0.06	0.08	0.08	0.12
CRACK/ROUGH/FINAL INDEX	3.5/3.3/3.4	2.0/3.1/2.5	4.5/3.4/4.0	4.6/3.4/4.1	5.0/3.3/4.2	5.0/3.2/4.2

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURF W/SHLDR IMPROVE & ALIGN
YEAR OF IMPROVEMENT	2007	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	VERT ALIGNMENT
SYSTEM DEFICIENCY:		SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$12,000	\$220,000
FOR CONSTRUCTION	\$357,000	\$3,041,000
TOTAL	\$369,000	\$3,261,000
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2



RURAL

MILEPOSTS	202.45 - 204.69	204.69 - 210.09	210.63 - 211.48	211.48 - 212.09	220.67 - 223.55	223.55 - 223.91
COUNTY	TWIN FALLS	TWIN FALLS	TWIN FALLS	TWIN FALLS	TWIN FALLS	TWIN FALLS
HIGHWAY DISTRICT #	4	4	4	4	4	4
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	YES	YES	NO	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	2.246	5.394	0.855	0.614	2.885	0.357
NUM OF LANES (EXISTING)	2	2	4	4	4	4
LANES	24	24	48	48	48	48
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	COMBINATION	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	CURBED
SHOULDER	4	4	8	6	8	0
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	COMBINATION	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	CURBED
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	6,694	5,942	7,763	7,701	8,171	5,900
ADT (FUTURE) -- 20 YEAR	8,152	7,294	9,454	9,378	10,089	7,228
ACCESS CONTROL (CURRENT)	NO CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	>= 3 LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	NW CONS/RCN FLX	RESURFACE FLEX	MILL AND INLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1997	1997	1996	1969	1994	2000
SEAL COAT YEAR	1992	1995	1995	1995	1991	2000
S/N OR D	4.2	5.3	4.9	3.4	3.6	5.6
PERCENT TRUCKS--PEAK	2	5	2	2	8	5
V/C RATIO	0.38	0.26	0.14	0.14	0.15	0.10
CRACK/ROUGH/FINAL INDEX	5.0/3.6/4.4	5.0/3.7/4.4	5.0/3.8/4.5	5.0/3.6/4.3	4.5/3.4/4.0	5.0/3.2/4.2

TYPE OF IMPROVEMENT

YEAR OF IMPROVEMENT

SYSTEM DEFICIENCY:

COST OF IMPROVEMENT

FOR ROW AND UTIL

FOR CONSTRUCTION

TOTAL

ACCESS CONTROL (FUTURE)

NUM OF LANES (DES.)

RESURFACE

2015

PSR < RESRF-PSR

\$0

\$831,000

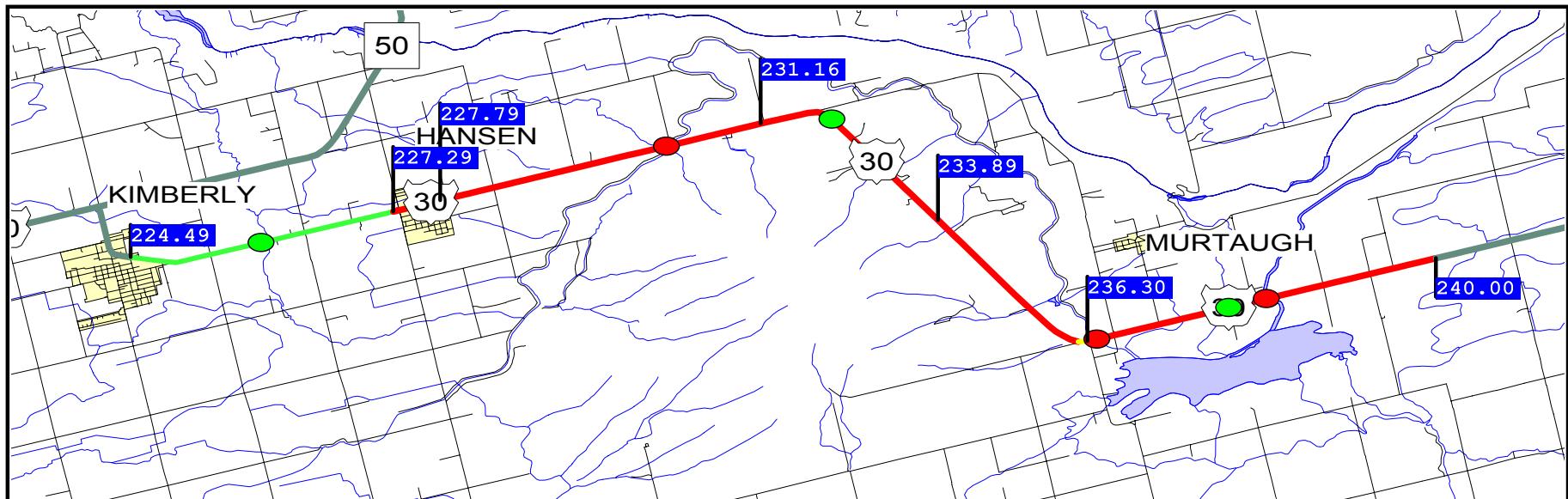
\$831,000

PARTIAL CONTROL

4

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 0 4 0

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RURAL

	224.49 - 227.29 TWIN FALLS	227.29 - 227.79 TWIN FALLS	227.79 - 231.16 TWIN FALLS	231.16 - 233.89 TWIN FALLS	233.89 - 236.30 TWIN FALLS	236.30 - 240.00 TWIN FALLS
COUNTY	4	4	4	4	4	4
HIGHWAY DISTRICT #	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	YES	YES	NO	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	2.806	0.496	3.366	2.734	2.410	3.700
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	24	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	COMBINATION	COMBINATION
SHOULDER	2	1	2	2	6	2
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	2,505	2,745	1,973	2,061	2,229	1,965
ADT (FUTURE) -- 20 YEAR	3,087	3,383	2,446	2,550	2,758	2,417
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	>= 3 LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PAVMT XTNG GRVL	PAVMT XTNG GRVL	PAVMT XTNG GRVL	PAVMT XTNG GRVL	COLD IN PL RECY
YEAR OF IMPROVEMENT	1997	1947	1947	1947	1947	1995
SEAL COAT YEAR	1999	1999	1992	1992	1992	1992
S/N OR D	3.7	1.7	1.7	1.7	1.7	1.7
PERCENT TRUCKS--PEAK	7	7	9	9	8	6
V/C RATIO	0.13	0.13	0.10	0.10	0.12	0.12
CRACK/ROUGH/FINAL INDEX	5.0/3.7/4.4	2.4/2.6/2.5	2.4/2.3/2.4	2.0/2.6/2.3	1.5/2.5/1.9	2.9/2.8/2.9

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2004	RESURFACE WITH SHLD IMPROVMENT 2004	RESURFACE WITH SHLD IMPROVMENT 2003	RESURFACE WITH SHLD IMPROVMENT 2003	RESURFACE WITH SHLD IMPROVMENT 2005
YEAR OF IMPROVEMENT					
SYSTEM DEFICIENCY:	PSR < RESRF-PSR SHLD WIDTH-R	PSR < RESRF-PSR SHLD WIDTH-R	PSR < RESRF-PSR SHLD WIDTH-R	PSR < RESRF-PSR SHLD WIDTH-R	PSR < RESRF-PSR SHLD WIDTH-R
SYSTEM DEFICIENCY:					
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$2,000	\$13,000	\$11,000	\$24,000	\$37,000
FOR CONSTRUCTION	\$133,000	\$902,000	\$733,000	\$689,000	\$1,058,000
TOTAL	\$135,000	\$915,000	\$744,000	\$713,000	\$1,095,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2	2	2	2

S T R U C T U R E I M P R O V E M E N T SSTRUCTURE REPLACEMENTS

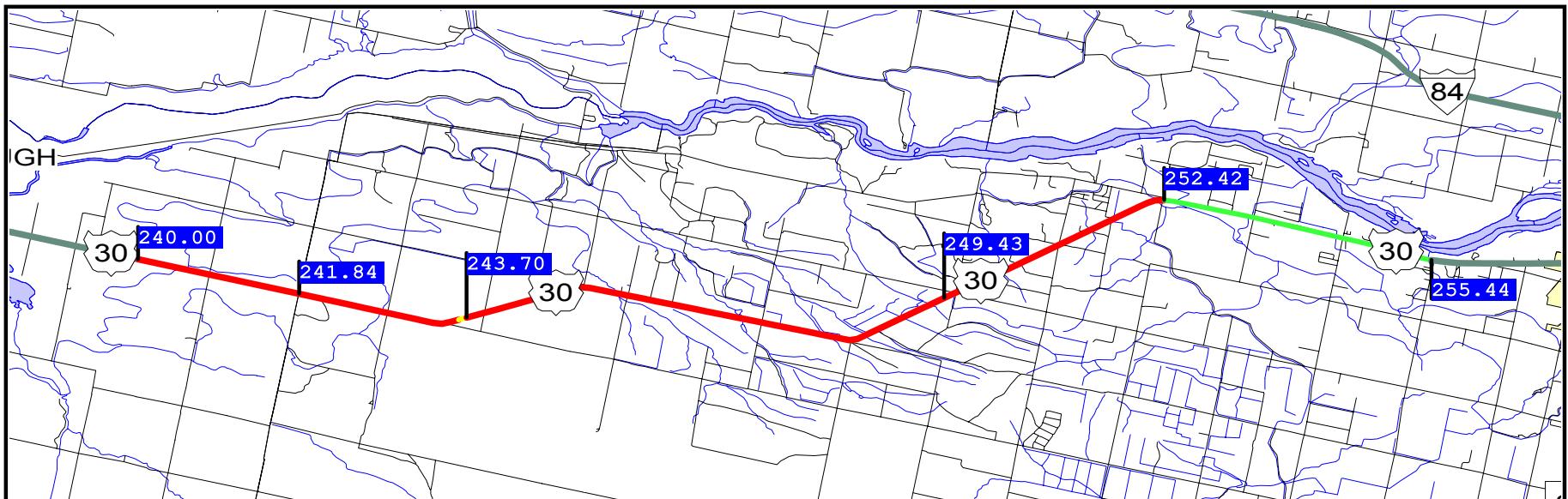
BRIDGE KEY	13645	13655
FEATURES	TWIN FALLS MAI	TWIN FALLS MAI
MILEPOST	230.16	236.46
SQUARE FOOTAGE	3588	3940
PROGRAMMED YEAR	2006	2005
SUFFICIENCY RATING	46.6	25.0
WEIGHT RESTRICTION	NO	NO
WIDTH RESTRICTION	NO	NO
HEIGHT RESTRICTION	NO	NO
DEFICIENCY	STRUC DEFICENT	STRUC DEFICENT

STRUCTURE REPLACEMENTS

BRIDGE KEY	13665
FEATURES	MAIN CANAL
MILEPOST	238.23
SQUARE FOOTAGE	4628
PROGRAMMED YEAR	2006
SUFFICIENCY RATING	51.4
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	STRUC DEFICENT

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 0 4 0

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RURAL

MILEPOSTS	240.00 - 241.84	241.84 - 243.70	243.70 - 249.43	249.43 - 252.42	252.42 - 255.44
COUNTY	TWIN FALLS	CASSIA	CASSIA	CASSIA	CASSIA
HIGHWAY DISTRICT #	4	4	4	4	4
FUNCTIONAL CLASS	MINOR ARTERIAL	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	1.842	1.858	5.730	2.992	3.020
NUM OF LANES (EXISTING)	2	2	2	2	2
LANES	24	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	BITUMINOUS	COMBINATION	COMBINATION	BITUMINOUS	BITUMINOUS
SHOULDER	1	2	2	5	8
WIDTH	--	--	--	--	--
MATERIAL TYPE	BITUMINOUS	COMBINATION	COMBINATION	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	1	2	2	5	8
ADT (CURRENT)	1,357	1,000	997	1,235	4,498
ADT (FUTURE) -- 20 YEAR	1,682	1,247	1,243	1,531	5,565
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.
PAVEMENT IMPROVEMENT	MILL AND INLAY	MILL AND INLAY	MILL AND INLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1990	1990	1990	1970	1970
SEAL COAT YEAR	1997	1997	1997	1996	1996
S/N OR D	1.7	1.7	1.7	3.4	3.4
PERCENT TRUCKS--PEAK	9	12	12	10	8
V/C RATIO	0.08	0.05	0.05	0.06	0.19
CRACK/ROUGH/FINAL INDEX	3.4/3.6/3.5	4.7/3.9/4.4	3.0/3.1/3.0	3.5/3.5/3.5	4.0/3.9/4.0

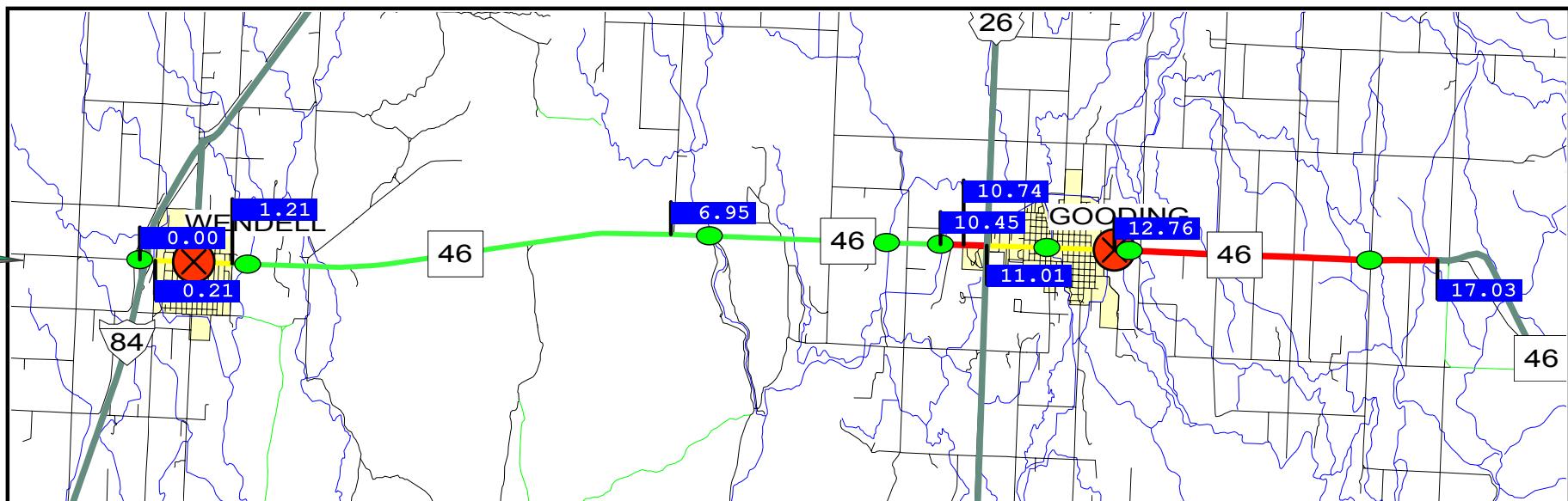
HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT			
YEAR OF IMPROVEMENT	2007	2012	2007	2014
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$18,000	\$15,000	\$46,000	\$24,000
FOR CONSTRUCTION	\$527,000	\$457,000	\$1,410,000	\$736,000
TOTAL	\$545,000	\$472,000	\$1,456,000	\$760,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2	2	2

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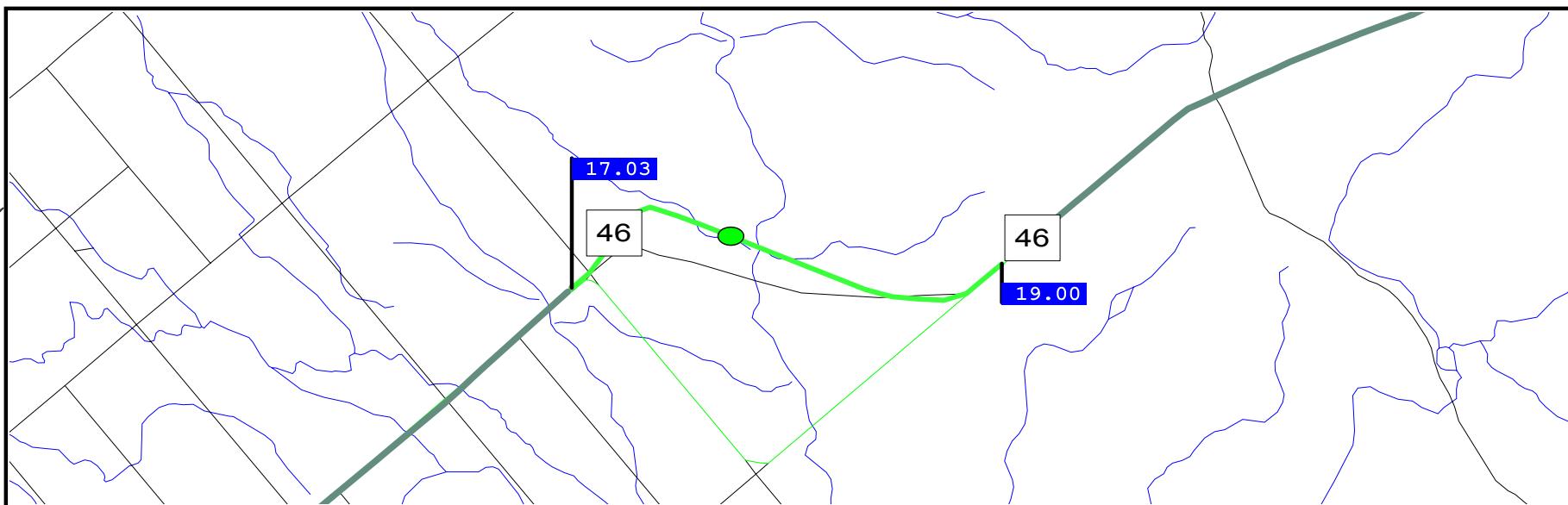


MILEPOSTS	0.00 - 0.21	1.21 - 6.96	6.95 - 10.45	10.45 - 10.74	10.74 - 11.01	12.76 - 17.03
COUNTY	GOODING	GOODING	GOODING	GOODING	GOODING	GOODING
HIGHWAY DISTRICT #	4	4	4	4	4	4
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	YES	NO	YES	NO	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	0.210	5.741	3.495	0.292	0.267	4.268
NUM OF LANES (EXISTING)	4	2	2	2	4	2
LANES						
WIDTH	48	24	24	24	48	24
MATERIAL TYPE	HIGH FLEXIBLE					
SHOULDER						
WIDTH	0	6	6	6	0	2
MATERIAL TYPE	CURBED	COMBINATION	COMBINATION	COMBINATION	CURBED	COMBINATION
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	7,300	5,086	4,479	5,200	5,782	1,484
ADT (FUTURE) -- 20 YEAR	8,925	6,255	5,498	6,370	7,041	1,822
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	PARTIAL LANE	TWO LANES	TWO LANES	TWO LANES	TWO LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	C.R.A.B.S.	C.R.A.B.S.	PLNT MIX OVLAY	PLNT MIX OVLAY	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1971	1999	1999	1986	1986	1986
SEAL COAT YEAR	1989	2000	2000	2000	1994	1994
S/N OR D	2.9	3.6	4.4	4.7	4.7	4.9
PERCENT TRUCKS--PEAK	3	6	6	4	2	6
V/C RATIO	0.13	0.24	0.21	0.24	0.10	0.08
CRACK/ROUGH/FINAL INDEX	4.5/2.2/3.6	5.0/3.5/4.4	5.0/3.4/4.3	1.8/2.8/2.2	1.8/2.6/2.1	2.7/3.6/3.1

TYPE OF IMPROVEMENT	RESURFACE	RESURFACE	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2003	2003	2008
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:			SHLD WIDTH-R
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$0	\$0	\$17,000
FOR CONSTRUCTION	\$43,000	\$78,000	\$939,000
TOTAL	\$43,000	\$78,000	\$956,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	4	2

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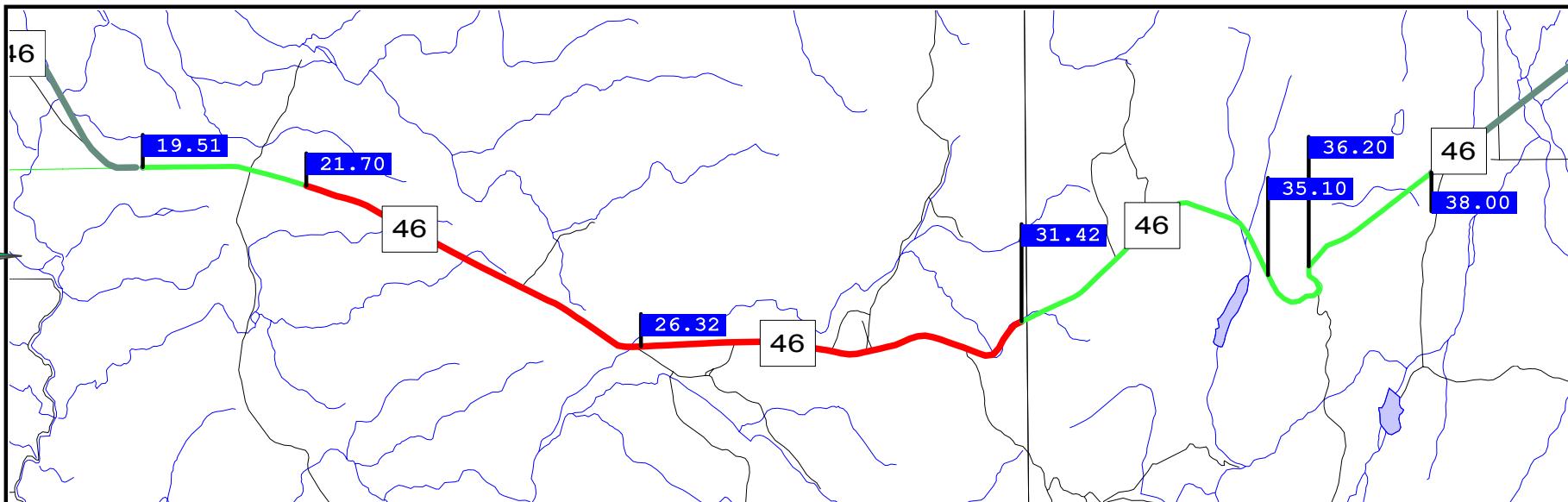


RURAL

MILEPOSTS	17.03 - 19.00
COUNTY	GOODING
HIGHWAY DISTRICT #	4
FUNCTIONAL CLASS	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	YES
TERRAIN TYPE	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	1.968
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	3
MATERIAL TYPE	COMBINATION
MEDIAN WIDTH	--
ADT (CURRENT)	870
ADT (FUTURE) -- 20 YEAR	1,059
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1983
SEAL COAT YEAR	----
S/N OR D	4.4
PERCENT TRUCKS--PEAK	2
V/C RATIO	0.05
CRACK/ROUGH/FINAL INDEX	4.0/3.1/3.6

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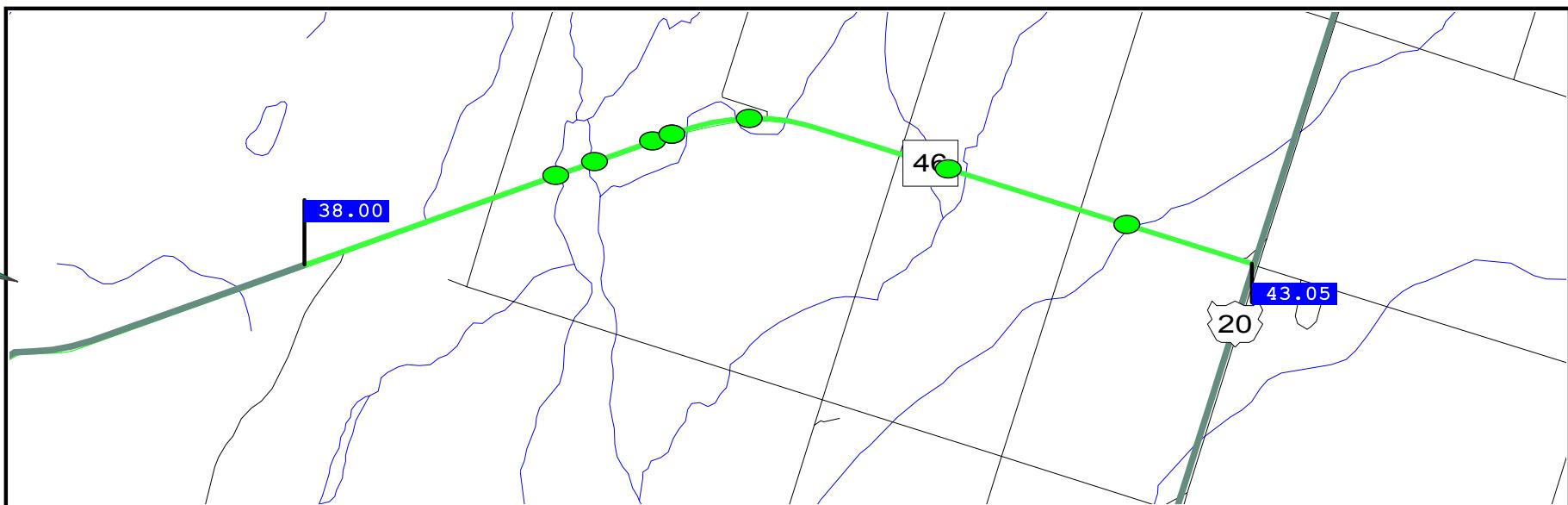
RURAL

	19.51 - 21.70 GOODING	21.70 - 26.32 GOODING	26.32 - 31.42 GOODING	31.42 - 35.10 CAMA	35.10 - 36.20 CAMA	36.20 - 38.00 CAMA
COUNTY	GOODING	GOODING	GOODING	CAMA	CAMA	CAMA
HIGHWAY DISTRICT #	4	4	4	4	4	4
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	2.190	4.615	5.105	3.680	1.100	1.800
NUM OF LANES (EXISTING)	2	2	2	2	3	2
LANES	24	24	24	24	36	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	COMBINATION	COMBINATION	COMBINATION	COMBINATION	COMBINATION	COMBINATION
SHOULDER	4	4	3	3	3	4
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	COMBINATION	COMBINATION	COMBINATION	COMBINATION	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	480	480	480	480	480	480
ADT (FUTURE) -- 20 YEAR	588	588	588	588	588	588
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	RUT FILLING & SS	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1983	1995	1978	1992	1992	1992
SEAL COAT YEAR	1994	1988	1988	1973	1973	1973
S/N OR D	3.3	4.5	4.0	3.6	3.6	4.7
PERCENT TRUCKS--PEAK	4	4	4	4	4	4
V/C RATIO	0.03	0.04	0.04	0.04	0.03	0.03
CRACK/ROUGH/FINAL INDEX	4.5/3.6/4.1	3.0/3.5/3.2	1.9/3.5/2.6	4.5/3.4/4.0	4.0/3.3/3.7	5.0/3.4/4.3

TYPE OF IMPROVEMENT	RESURFACE	RESURFACE WITH SHLD IMPROVMNT
YEAR OF IMPROVEMENT	2009	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:		SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$0	\$41,000
FOR CONSTRUCTION	\$674,000	\$1,256,000
TOTAL	\$674,000	\$1,297,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2

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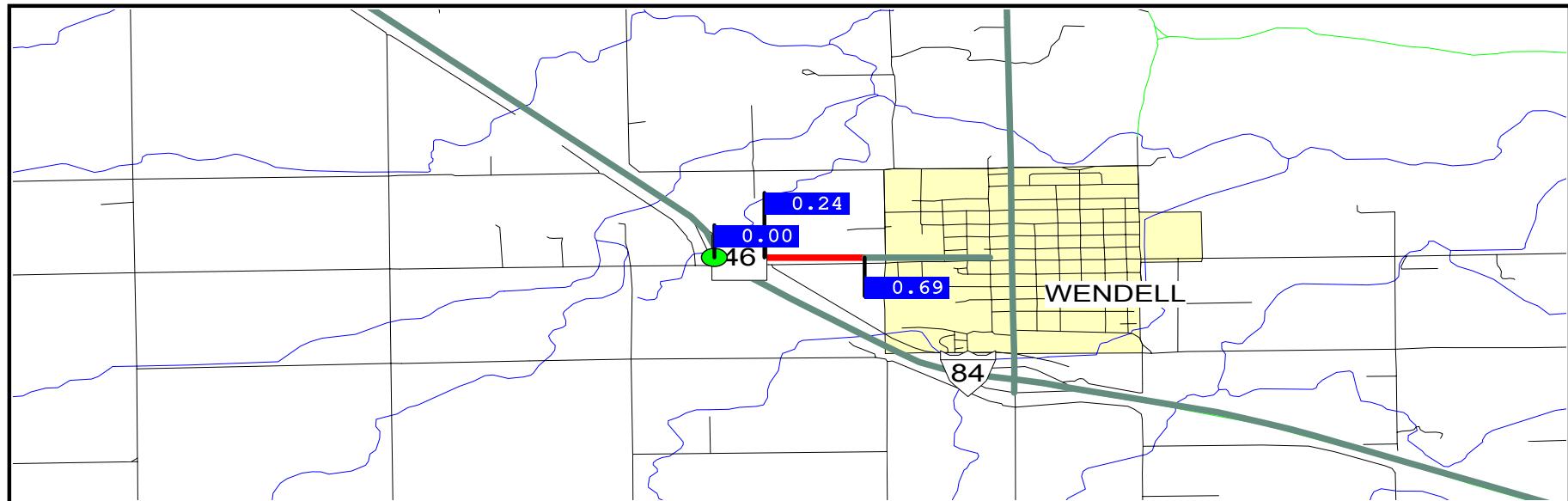
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MILEPOSTS 38.00 - 43.05
 COUNTY CAMAS
 HIGHWAY DISTRICT # 4
 FUNCTIONAL CLASS MAJOR COLLECTOR
 FEDERAL AID SYSTEM NON-NHS
 RR-XINGS NO
 STRUCTURES YES
 TERRAIN TYPE RURAL-FLAT
 TYPE OF DEVELOPMENT RURAL
 SECTION LENGTH 5.052
 NUM OF LANES (EXISTING) 2
 LANES
 WIDTH 24
 MATERIAL TYPE HIGH FLEXIBLE
 SHOULDER
 WIDTH 4
 MATERIAL TYPE COMBINATION
 MEDIAN WIDTH --
 ADT (CURRENT) 448
 ADT (FUTURE) -- 20 YEAR 551
 ACCESS CONTROL (CURRENT) NO CONTROL
 WIDENING FEASIBLE? >= 3 LANES
 AVE. 5 YR. ACC. NOS.
 PAVEMENT IMPROVEMENT PLNT MIX OVLAY
 YEAR OF IMPROVEMENT 1999
 SEAL COAT YEAR 1999
 S/N OR D 4.3
 PERCENT TRUCKS--PEAK 6
 V/C RATIO 0.03
 CRACK/ROUGH/FINAL INDEX 4.4/4.0/4.2

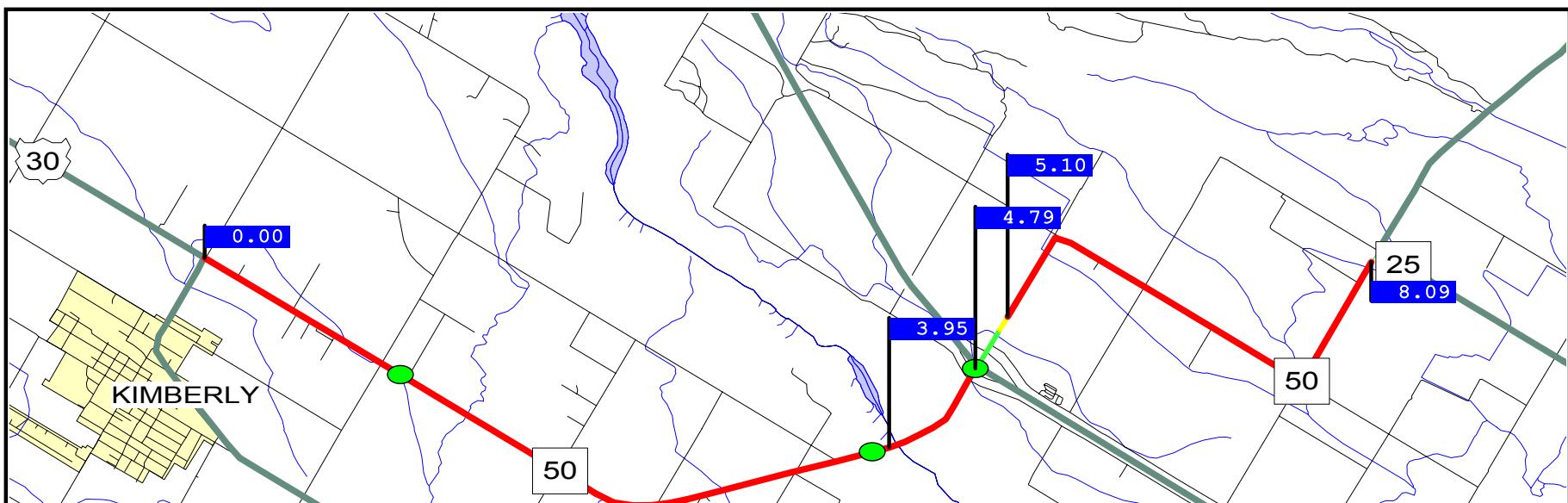
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MILEPOSTS	0.00 - 0.24	0.24 - 0.69
COUNTY	GOODING	GOODING
HIGHWAY DISTRICT #	4	4
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS
RR-XINGS	NO	NO
STRUCTURES	YES	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	0.237	0.448
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	22
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	4	1
MATERIAL TYPE	BITUMINOUS	STABILIZED
MEDIAN WIDTH	--	--
ADT (CURRENT)	2,376	2,201
ADT (FUTURE) -- 20 YEAR	2,928	2,712
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1973	1939
SEAL COAT YEAR	2000	2000
S/N OR D	4.2	1.7
PERCENT TRUCKS--PEAK	7	7
V/C RATIO	0.11	0.12
CRACK/ROUGH/FINAL INDEX	3.0/2.1/2.6	4.5/3.3/4.0

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	MINOR-WIDENING
YEAR OF IMPROVEMENT	2010	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	LANE WIDTH
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$1,000	\$6,000
FOR CONSTRUCTION	\$52,000	\$101,000
TOTAL	\$53,000	\$107,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2



MILEPOSTS	0.00 - 3.95	3.95 - 4.79	4.79 - 5.10	5.10 - 8.09
COUNTY	TWIN FALLS	JEROME	JEROME	JEROME
HIGHWAY DISTRICT #	4	4	4	4
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO
STRUCTURES	YES	YES	NO	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	3.955	0.837	0.308	2.992
NUM OF LANES (EXISTING)	2	4	2	2
LANES	24	48	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	COMBINATION
SHOULDER	6	8	1	3
WIDTH	--	--	--	--
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	COMBINATION
MEDIAN WIDTH	--	--	--	--
ADT (CURRENT)	4,882	7,692	977	890
ADT (FUTURE) -- 20 YEAR	6,161	9,649	1,218	1,105
ACCESS CONTROL (CURRENT)	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	COLD IN PL W/OV	PLNT MIX OVLAY	ROAD MIX OVLAY
YEAR OF IMPROVEMENT	1994	1995	1995	1964
SEAL COAT YEAR	1990	1990	1990	1990
S/N OR D	3.5	3.2	4.2	2.7
PERCENT TRUCKS--PEAK	17	14	12	10
V/C RATIO	0.20	0.14	0.05	0.05
CRACK/ROUGH/FINAL INDEX	4.2/3.6/4.0	4.8/2.6/3.9	4.0/2.6/3.4	1.9/2.5/2.1

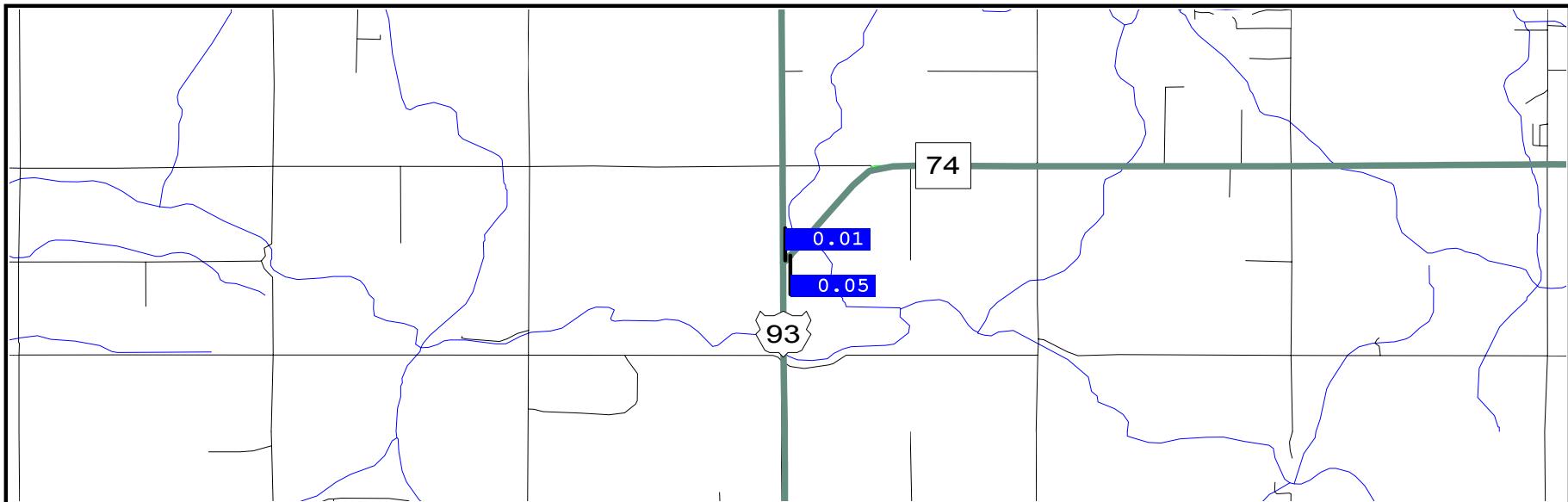
HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE	RESURFACE WITH ALIGNMNT IMPROV	RESURF W/SHLD/R IMPROVE & ALIGN
YEAR OF IMPROVEMENT	2013	2013	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:		HORIZ ALIGNMENT	HORIZ ALIGNMENT
SYSTEM DEFICIENCY:			SHLD WIDTH-R
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$0	\$23,000	\$90,000
FOR CONSTRUCTION	\$546,000	\$542,000	\$1,466,000
TOTAL	\$546,000	\$565,000	\$1,556,000
ACCESS CONTROL (FUTURE)	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
NUM OF LANES (DES.)	2	4	2

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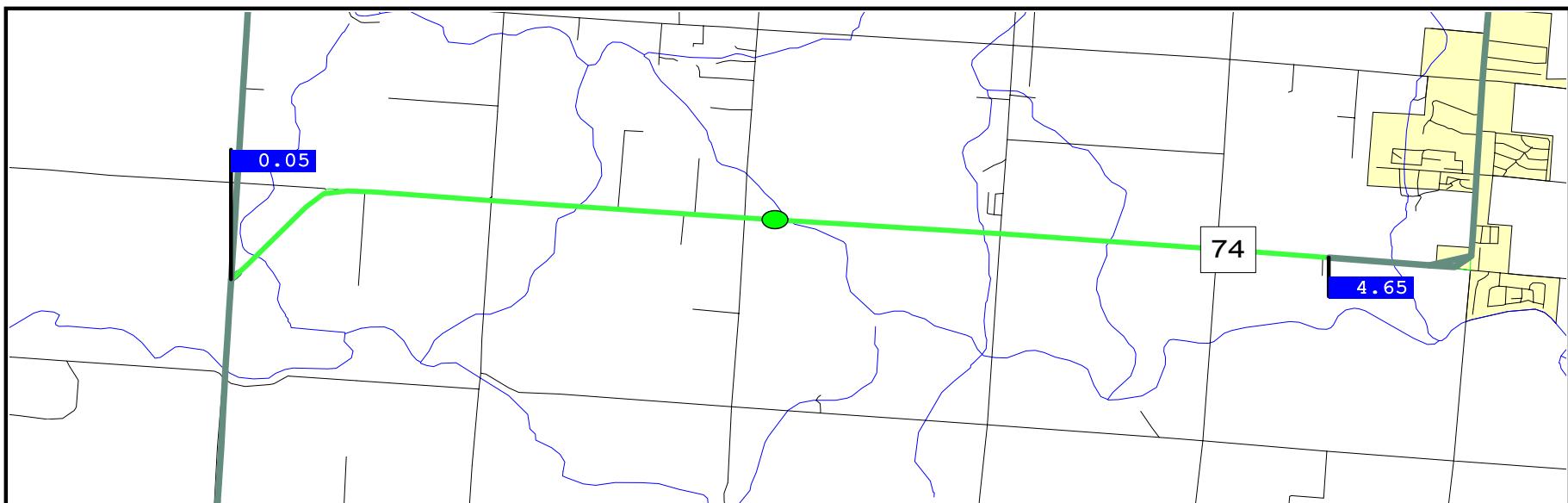


MILEPOSTS	0.01 - 0.05
COUNTY	TWIN FALLS
HIGHWAY DISTRICT #	4
FUNCTIONAL CLASS	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	NO
TERRAIN TYPE	RURAL-FLAT
TYPE OF DEVELOPMENT	DENSE
SECTION LENGTH	0.040
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	BIT-SURF-TREATD
SHOULDER	
WIDTH	4
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
ADT (CURRENT)	1,600
ADT (FUTURE) -- 20 YEAR	1,983
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	NO
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NO INFORMATION
YEAR OF IMPROVEMENT	0000
SEAL COAT YEAR	----
S/N OR D	2.5
PERCENT TRUCKS--PEAK	9
V/C RATIO	0.08
CRACK/ROUGH/FINAL INDEX	4.0/2.5/3.4

TYPE OF IMPROVEMENT PAVEMNT-RECONST
YEAR OF IMPROVEMENT 2015
SYSTEM DEFICIENCY: PSR < RESRF-PSR
SYSTEM DEFICIENCY: SURFACE TYPE
SYSTEM DEFICIENCY: PSR < RECON-PSR
COST OF IMPROVEMENT
FOR ROW AND UTIL \$1,000
FOR CONSTRUCTION \$21,000
TOTAL \$22,000
ACCESS CONTROL(FUTURE) NO CONTROL
NUM OF LANES(DES.) 2

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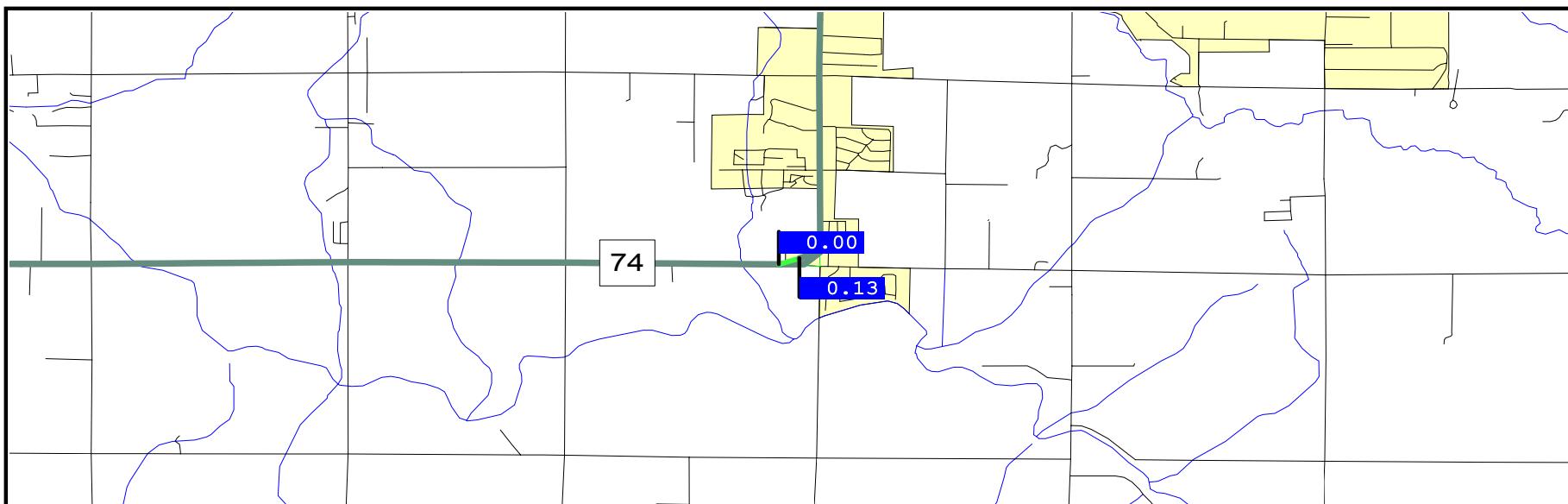


RURAL

MILEPOSTS	0.05 - 4.65
COUNTY	TWIN FALLS
HIGHWAY DISTRICT #	4
FUNCTIONAL CLASS	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	YES
TERRAIN TYPE	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	4.598
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	6
MATERIAL TYPE	COMBINATION
MEDIAN WIDTH	--
ADT (CURRENT)	1,483
ADT (FUTURE) -- 20 YEAR	1,838
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1985
SEAL COAT YEAR	1985
S/N OR D	4.4
PERCENT TRUCKS--PEAK	10
V/C RATIO	0.07
CRACK/ROUGH/FINAL INDEX	4.5/3.3/4.0

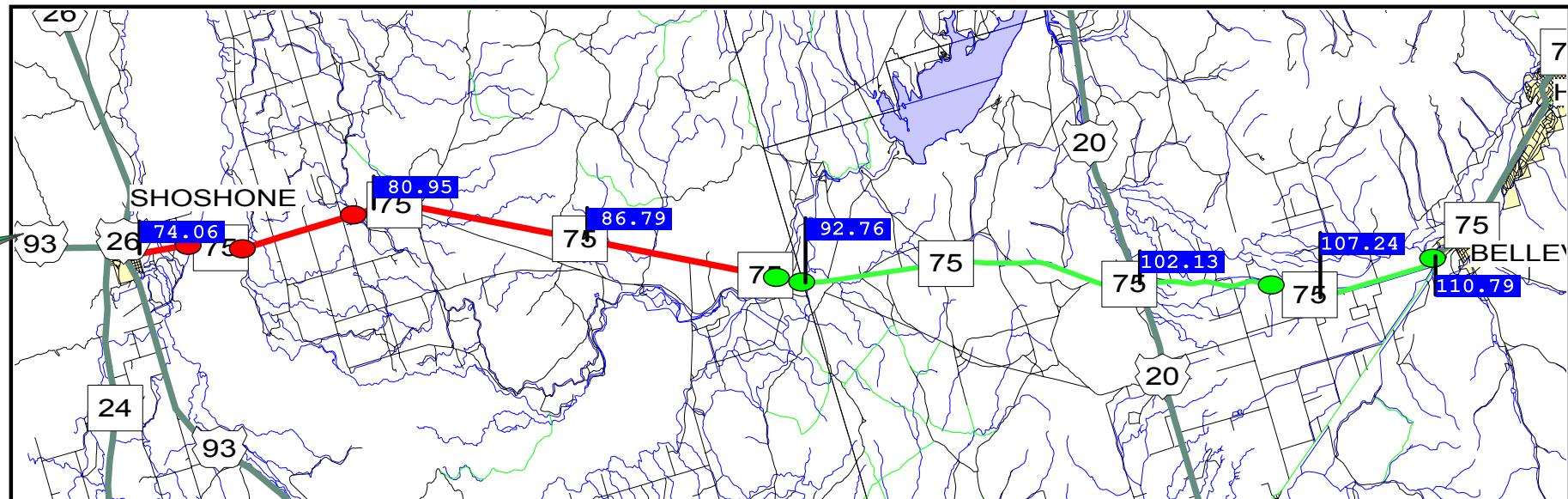
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RURAL

MILEPOSTS 0.00 - 0.13
 COUNTY TWIN FALLS
 HIGHWAY DISTRICT # 4
 FUNCTIONAL CLASS MINOR ARTERIAL
 FEDERAL AID SYSTEM NON-NHS
 RR-XINGS NO
 STRUCTURES NO
 TERRAIN TYPE RURAL-FLAT
 TYPE OF DEVELOPMENT RURAL
 SECTION LENGTH 0.129
 NUM OF LANES (EXISTING) 2
 LANES
 WIDTH 24
 MATERIAL TYPE HIGH FLEXIBLE
 SHOULDER
 WIDTH 0
 MATERIAL TYPE CURBED
 MEDIAN WIDTH --
 ADT (CURRENT) 2,588
 ADT (FUTURE) -- 20 YEAR 3,451
 ACCESS CONTROL (CURRENT) NO CONTROL
 WIDENING FEASIBLE? TWO LANES
 AVE. 5 YR. ACC. NOS.
 PAVEMENT IMPROVEMENT NO INFORMATION
 YEAR OF IMPROVEMENT 0000
 SEAL COAT YEAR ----
 S/N OR D 4.6
 PERCENT TRUCKS--PEAK 5
 V/C RATIO 0.14
 CRACK/ROUGH/FINAL INDEX 4.5/1.8/3.5



RURAL

	74.06 - 80.95	80.95 - 86.79	86.79 - 92.76	92.76 - 102.13	102.13 - 107.24	107.24 - 110.79
MILEPOSTS	74.06 - 80.95	80.95 - 86.79	86.79 - 92.76	92.76 - 102.13	102.13 - 107.24	107.24 - 110.79
COUNTY	LINCOLN	LINCOLN	LINCOLN	BLAINE	BLAINE	BLAINE
HIGHWAY DISTRICT #	4	4	4	4	4	4
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	NO	YES	NO	NO	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-ROLLING	RURAL-FLAT	RURAL-ROLLING	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	6.891	5.848	5.971	9.365	5.110	3.549
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	24	24	24	24	24
WIDTH	24	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE				
SHOULDER	2	6	5	4	2	3
WIDTH	BITUMINOUS	COMBINATION	COMBINATION	COMBINATION	COMBINATION	COMBINATION
MATERIAL TYPE	--	--	--	--	--	--
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	3,596	3,300	2,900	3,095	4,175	5,543
ADT (FUTURE) -- 20 YEAR	6,284	5,766	5,068	5,493	7,793	10,327
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	TWO LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1990	1970	1970	1981	1997	1997
SEAL COAT YEAR	1990	1990	1990	1991	1999	1988
S/N OR D	3.3	3.2	3.2	4.6	4.8	4.8
PERCENT TRUCKS--PEAK	8	9	11	10	6	5
V/C RATIO	0.29	0.29	0.22	0.28	0.33	0.43
CRACK/ROUGH/FINAL INDEX	2.6/3.1/2.8	2.5/3.2/2.8	2.5/3.2/2.8	5.0/3.6/4.4	4.5/3.8/4.2	4.9/3.9/4.4

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMT	RESURFACE WITH SHLD IMPROVMT	RESURFACE WITH SHLD IMPROVMT
YEAR OF IMPROVEMENT	2005	2004	2004
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$28,000	\$58,000	\$24,000
FOR CONSTRUCTION	\$1,847,000	\$1,673,000	\$1,600,000
TOTAL	\$1,875,000	\$1,731,000	\$1,624,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2	2

STRUCTURE IMPROVEMENTSSTRUCTURE REPLACEMENTS

BRIDGE KEY 17620
 FEATURES MILNER GOODING
 MILEPOST 75.52
 SQUARE FOOTAGE 657
 PROGRAMMED YEAR 2004
 SUFFICIENCY RATING 59.4
 WEIGHT RESTRICTION NO
 WIDTH RESTRICTION YES
 HEIGHT RESTRICTION NO
 DEFICIENCY FUNCT OBSOLETE

STRUCTURE REPLACEMENTS

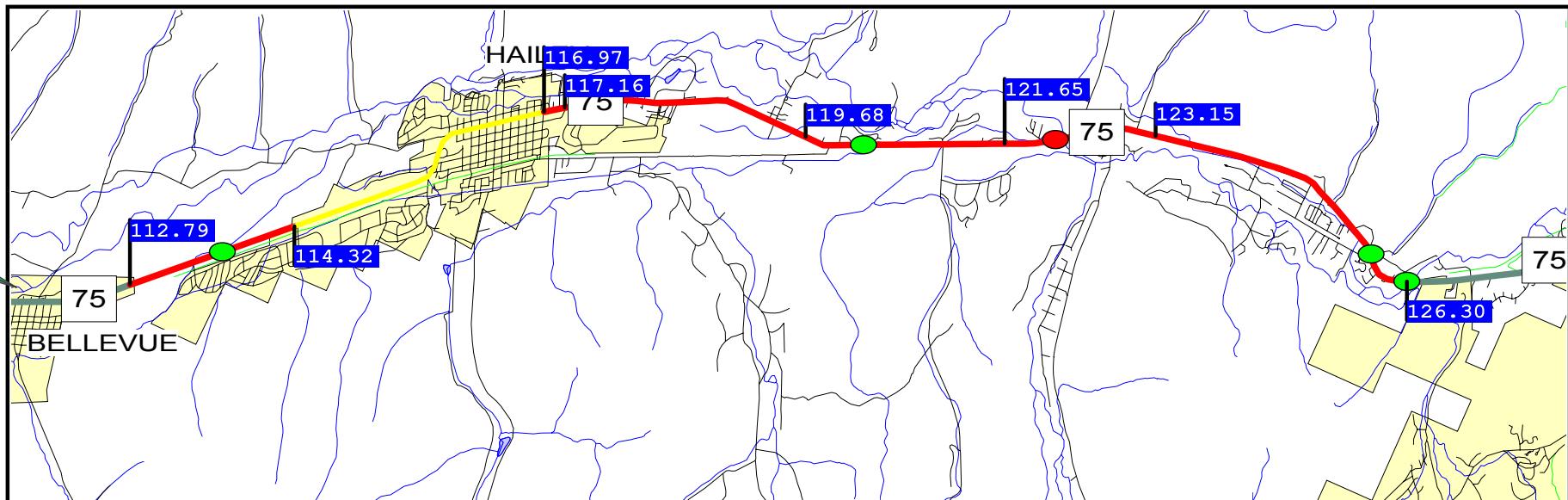
BRIDGE KEY 17625
 FEATURES BIG WOOD RIVER
 MILEPOST 77.04
 SQUARE FOOTAGE 3305
 PROGRAMMED YEAR 2004
 SUFFICIENCY RATING 25.3
 WEIGHT RESTRICTION NO
 WIDTH RESTRICTION YES
 HEIGHT RESTRICTION NO
 DEFICIENCY STRUC DEFICENT

STRUCTURE REPLACEMENTS

BRIDGE KEY 17630
 FEATURES NORTH GOODING
 MILEPOST 80.33
 SQUARE FOOTAGE 1378
 PROGRAMMED YEAR 2004
 SUFFICIENCY RATING 63.6
 WEIGHT RESTRICTION NO
 WIDTH RESTRICTION YES
 HEIGHT RESTRICTION NO
 DEFICIENCY FUNCT OBSOLETE

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 2 3 0

030215



MILEPOSTS	112.79 - 114.32	116.97 - 117.16	117.16 - 119.68	119.68 - 121.65	121.65 - 123.15	123.15 - 126.30
COUNTY	BLAINE	BLAINE	BLAINE	BLAINE	BLAINE	BLAINE
HIGHWAY DISTRICT #	4	4	4	4	4	4
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	1.525	0.193	2.520	1.970	1.500	3.150
NUM OF LANES (EXISTING)	2	2	2	2	4	2
LANES	24	24	24	24	48	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	COMBINATION	COMBINATION	COMBINATION	BITUMINOUS	COMBINATION	COMBINATION
SHOULDER	4	2	2	10	6	5
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	COMBINATION	COMBINATION	COMBINATION	BITUMINOUS	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	12,000	13,000	13,000	13,000	14,027	15,000
ADT (FUTURE) -- 20 YEAR	22,313	24,173	24,173	24,173	26,083	27,892
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	MILL AND INLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1999	1999	1999	1999	1975	1999
SEAL COAT YEAR	1983	1989	1989	1989	1992	1992
S/N OR D	3.6	4.8	3.7	2.6	2.7	3.2
PERCENT TRUCKS--PEAK	3	3	3	3	3	3
V/C RATIO	0.53	0.60	0.60	0.56	0.25	0.65
CRACK/ROUGH/FINAL INDEX	4.6/3.7/4.2	5.0/3.1/4.2	3.0/3.3/3.1	1.9/3.3/2.5	5.0/3.9/4.5	3.5/3.0/3.3

HIGHWAY IMPROVEMENT #1

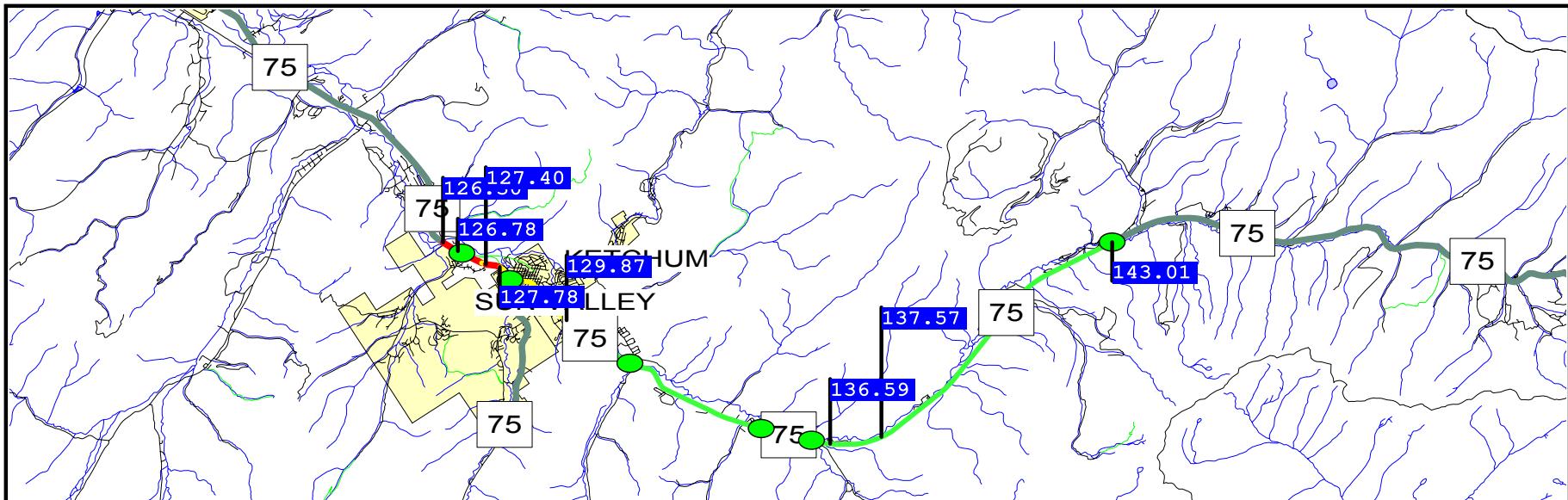
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TYPE OF IMPROVEMENT	MAJOR-WIDENING	MAJOR-WIDENING	MAJOR-WIDENING	RESURFACE	RESURFACE WITH SHLD IMPROVMENT	MAJOR-WIDENING
YEAR OF IMPROVEMENT	2015	2011	2011	2003	2012	2008
SYSTEM DEFICIENCY:	VOLUME/CAPACITY	VOLUME/CAPACITY	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	VOLUME/CAPACITY
SYSTEM DEFICIENCY:	NUMBER OF LANES	NUMBER OF LANES	SHLD WIDTH-R		SHLD WIDTH-R	NUMBER OF LANES
SYSTEM DEFICIENCY:			VOLUME/CAPACITY			
SYSTEM DEFICIENCY:			NUMBER OF LANES			
COST OF IMPROVEMENT						
FOR ROW AND UTIL	\$250,000	\$32,000	\$413,000	\$0	\$12,000	\$517,000
FOR CONSTRUCTION	\$702,000	\$89,000	\$1,159,000	\$284,000	\$804,000	\$1,449,000
TOTAL	\$952,000	\$121,000	\$1,572,000	\$284,000	\$816,000	\$1,966,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	4	4	4	2	4	4

S T R U C T U R E I M P R O V E M E N T SSTRUCTURE REPLACEMENTS

17665
 BIG WOOD RIVER
 122.19
 4790
 2000
 54.7
 NO
 YES
 NO
 FUNCT OBSOLETE

BRIDGE KEY
 FEATURES
 MILEPOST
 SQUARE FOOTAGE
 PROGRAMMED YEAR
 SUFFICIENCY RATING
 WEIGHT RESTRICTION
 WIDTH RESTRICTION
 HEIGHT RESTRICTION
 DEFICIENCY



RURAL

	126.30 - 126.78	126.78 - 127.40	127.40 - 127.78	129.87 - 136.59	136.59 - 137.57	137.57 - 143.01
COUNTY	BLAINE	BLAINE	BLAINE	BLAINE	BLAINE	BLAINE
HIGHWAY DISTRICT #	4	4	4	4	4	4
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	YES	NO	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	0.482	0.618	0.378	6.721	0.985	5.439
NUM OF LANES (EXISTING)	4	4	2	2	2	2
LANES	48	48	24	24	24	24
WIDTH	48	48	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE					
SHOULDER	0	0	4	6	3	3
WIDTH	0	0	4	6	3	3
MATERIAL TYPE	CURBED	CURBED	COMBINATION	BITUMINOUS	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	15,000	14,051	14,000	1,666	1,200	1,166
ADT (FUTURE) -- 20 YEAR	27,892	26,127	26,032	2,284	1,607	1,561
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	ONE LANE	TWO LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	MAJOR WIDENING	MAJOR WIDENING	PLNT MIX OVLAY	PLNT MIX OVLAY	COLD IN PL W/OV	COLD IN PL W/OV
YEAR OF IMPROVEMENT	1995	1995	1975	1990	1999	1999
SEAL COAT YEAR	1992	1992	1992	2000	2000	2000
S/N OR D	2.6	2.6	2.7	3.7	3.9	2.9
PERCENT TRUCKS--PEAK	3	3	3	6	7	7
V/C RATIO	0.27	0.26	0.62	0.18	0.14	0.14
CRACK/ROUGH/FINAL INDEX	3.6/1.2/2.5	2.9/1.9/2.4	3.7/3.1/3.4	4.6/3.4/4.1	4.6/3.3/4.0	4.6/3.5/4.1

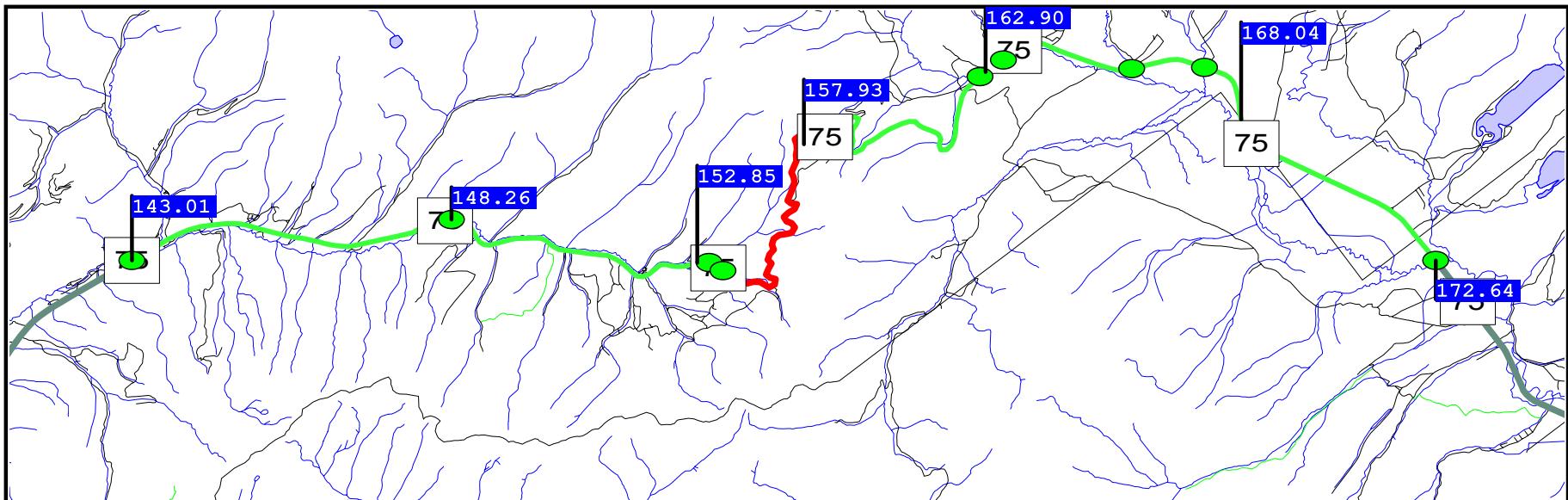
HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE 2007	RESURFACE 2005	MAJOR-WIDENING 2010
YEAR OF IMPROVEMENT	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:			SHLD WIDTH-R
SYSTEM DEFICIENCY:			VOLUME/CAPACITY
SYSTEM DEFICIENCY:			NUMBER OF LANES
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$0	\$0	\$62,000
FOR CONSTRUCTION	\$139,000	\$178,000	\$174,000
TOTAL	\$139,000	\$178,000	\$236,000
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	4	4	4

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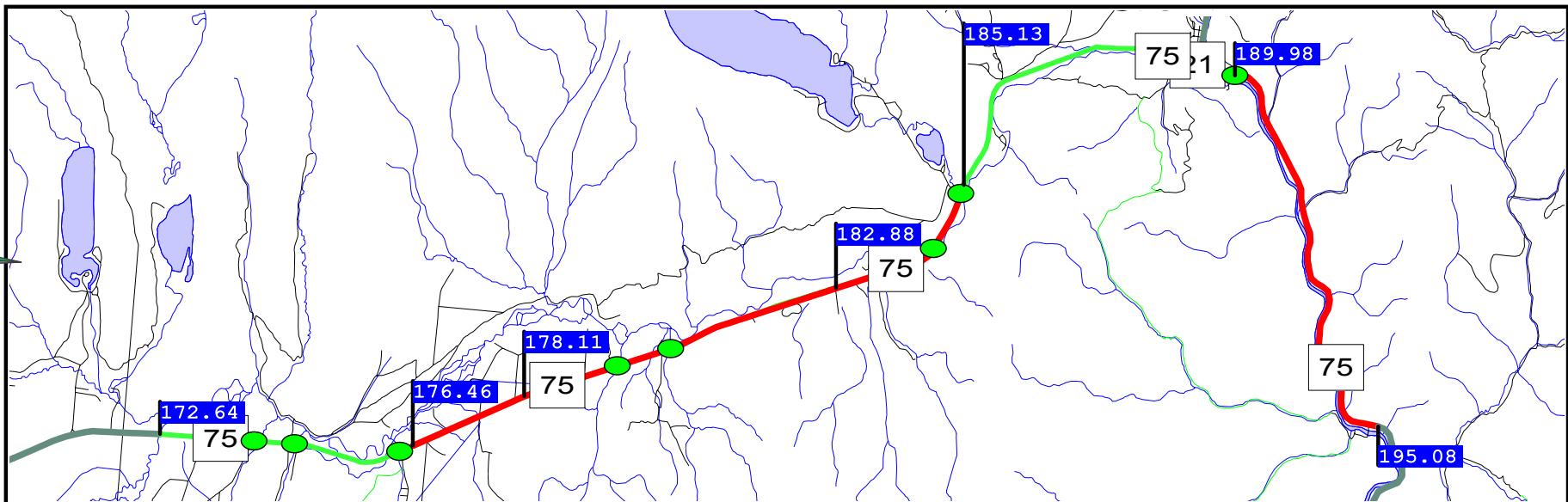
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RURAL

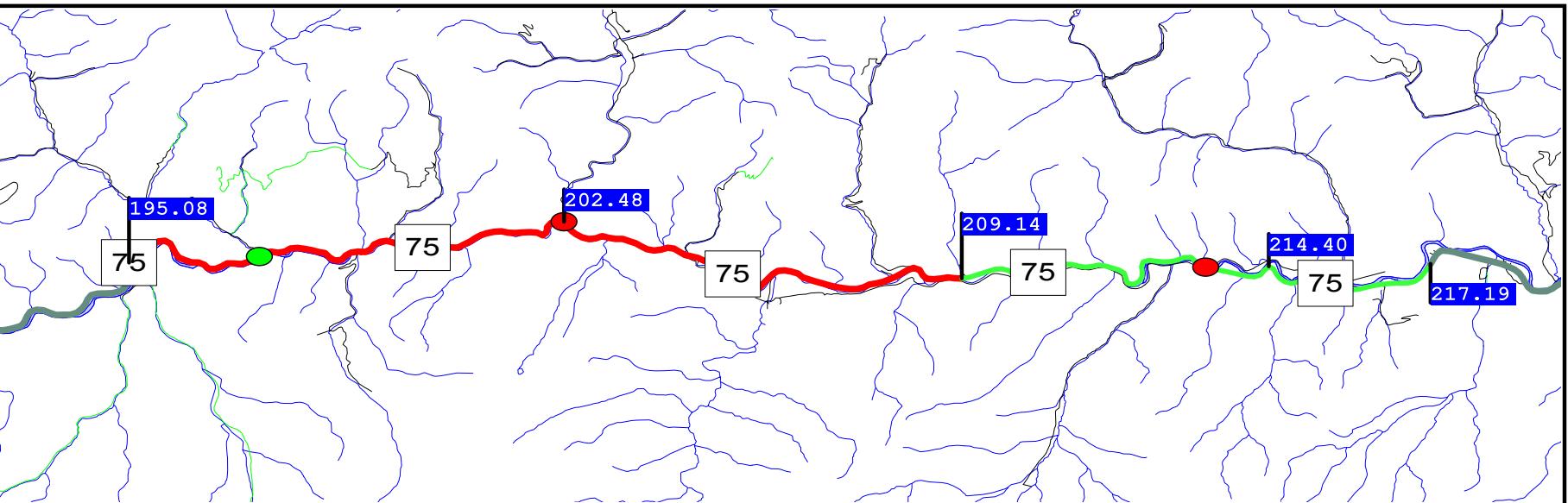
	143.01 - 148.26 BLAINE	148.26 - 152.85 BLAINE	152.85 - 157.93 BLAINE	157.93 - 162.90 BLAINE	162.90 - 168.04 BLAINE	168.04 - 172.64 CUSTER
COUNTY	4	4	4	4	4	4
HIGHWAY DISTRICT #	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	NO	NO	YES	YES	YES
TERRAIN TYPE	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	RURAL-ROLLING	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	5.246	4.590	5.080	4.970	5.139	4.601
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	24	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	BITUMINOUS	COMBINATION	COMBINATION	COMBINATION	BITUMINOUS	COMBINATION
SHOULDER	3	2	3	3	2	3
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	BITUMINOUS	COMBINATION	COMBINATION	COMBINATION	BITUMINOUS	COMBINATION
MEDIAN WIDTH	822	787	720	678	520	667
ADT (CURRENT)	1,101	1,052	964	910	702	897
ADT (FUTURE) -- 20 YEAR	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
ACCESS CONTROL (CURRENT)	TWO LANES	TWO LANES	PARTIAL LANE	ONE LANE	>= 3 LANES	>= 3 LANES
WIDENING FEASIBLE?	.	.	.	.	.	.
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	COLD IN PL W/OV	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	COLD IN PL W/OV	COLD IN PL W/OV
YEAR OF IMPROVEMENT	1999	1989	1989	1989	1996	1996
SEAL COAT YEAR	2000	2000	1991	1997	1997	1997
S/N OR D	2.9	3.4	3.4	3.4	3.3	3.3
PERCENT TRUCKS--PEAK	6	6	7	7	10	9
V/C RATIO	0.12	0.12	0.10	0.10	0.06	0.07
CRACK/ROUGH/FINAL INDEX	4.7/3.4/4.1	4.4/3.2/3.9	3.8/3.4/3.6	4.0/3.4/3.7	4.0/3.9/4.0	4.3/3.8/4.1

TYPE OF IMPROVEMENT	RESURF W/SHLDR
YEAR OF IMPROVEMENT	IMPROVE & ALIGN
SYSTEM DEFICIENCY:	2015
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	HORIZ ALIGNMENT
COST OF IMPROVEMENT	SHLD WIDTH-R
FOR ROW AND UTIL	\$244,000
FOR CONSTRUCTION	\$3,647,000
TOTAL	\$3,891,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2



	172.64 - 176.46 CUSTER	176.46 - 178.11 CUSTER	178.11 - 182.87 CUSTER	182.88 - 185.13 CUSTER	185.13 - 189.98 CUSTER	189.98 - 195.08 CUSTER
MILEPOSTS	172.64 - 176.46	176.46 - 178.11	178.11 - 182.87	182.88 - 185.13	185.13 - 189.98	189.98 - 195.08
COUNTY	CUSTER	CUSTER	CUSTER	CUSTER	CUSTER	CUSTER
HIGHWAY DISTRICT #	4	4	4	4	4	4
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	NO	NO	YES	YES	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING	RURAL-ROLLING	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	3.817	1.655	4.763	2.250	4.855	5.100
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	24	24	24	24	22
WIDTH	24	24	24	24	24	22
MATERIAL TYPE	HIGH FLEXIBLE					
SHOULDER	3	4	3	3	2	1
WIDTH	3	4	3	3	2	1
MATERIAL TYPE	COMBINATION	COMBINATION	COMBINATION	COMBINATION	COMBINATION	STABILIZED
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	650	650	650	718	945	1,000
ADT (FUTURE) -- 20 YEAR	874	874	874	963	1,260	1,331
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	TWO LANES	ONE LANE	TWO LANES	ONE LANE
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	COLD IN PL W/OV	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1995	1995	1995	1995	1996	1998
SEAL COAT YEAR	1997	1997	1997	1997	1997	1999
S/N OR D	3.8	3.8	3.8	3.6	3.0	2.2
PERCENT TRUCKS--PEAK	9	9	9	8	5	4
V/C RATIO	0.06	0.06	0.06	0.08	0.11	0.13
CRACK/ROUGH/FINAL INDEX	4.0/3.8/3.9	2.3/3.7/2.9	3.5/3.9/3.7	2.5/3.9/3.1	4.2/3.8/4.0	4.0/3.4/3.7

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2004	RESURFACE WITH SHLD IMPROVMENT 2012	RESURFACE WITH SHLD IMPROVMENT 2005	MINOR-WIDENING 2003
YEAR OF IMPROVEMENT				LANE WIDTH
SYSTEM DEFICIENCY:	PSR < RESRF-PSR SHLD WIDTH-R	PSR < RESRF-PSR SHLD WIDTH-R	PSR < RESRF-PSR SHLD WIDTH-R	SHLD WIDTH-R
SYSTEM DEFICIENCY:				
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$7,000	\$19,000	\$23,000	\$122,000
FOR CONSTRUCTION	\$444,000	\$1,276,000	\$644,000	\$2,091,000
TOTAL	\$451,000	\$1,295,000	\$667,000	\$2,213,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2	2



RURAL

	195.08 - 202.48	202.48 - 209.14	209.14 - 214.40	214.40 - 217.19
MILEPOSTS	195.08 - 202.48	202.48 - 209.14	209.14 - 214.40	214.40 - 217.19
COUNTY	CUSTER	CUSTER	CUSTER	CUSTER
HIGHWAY DISTRICT #	4	4	4	4
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO
STRUCTURES	YES	YES	YES	NO
TERRAIN TYPE	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	7.396	6.662	5.262	2.786
NUM OF LANES (EXISTING)	2	2	2	2
LANES				
WIDTH	22	22	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER				
WIDTH	1	1	2	1
MATERIAL TYPE	STABILIZED	STABILIZED	COMBINATION	STABILIZED
MEDIAN WIDTH	--	--	--	--
ADT (CURRENT)	663	670	670	670
ADT (FUTURE) -- 20 YEAR	889	901	901	901
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	PARTIAL LANE	PARTIAL LANE	PARTIAL LANE	PARTIAL LANE
AVE. 5 YR. ACC. NOS.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1998	1998	1998	1998
SEAL COAT YEAR	1999	1999	1999	1999
S/N OR D	2.2	2.2	2.2	2.2
PERCENT TRUCKS--PEAK	8	8	8	8
V/C RATIO	0.09	0.09	0.08	0.08
CRACK/ROUGH/FINAL INDEX	4.5/3.4/4.0	4.8/3.3/4.1	4.8/3.2/4.1	4.7/3.2/4.0

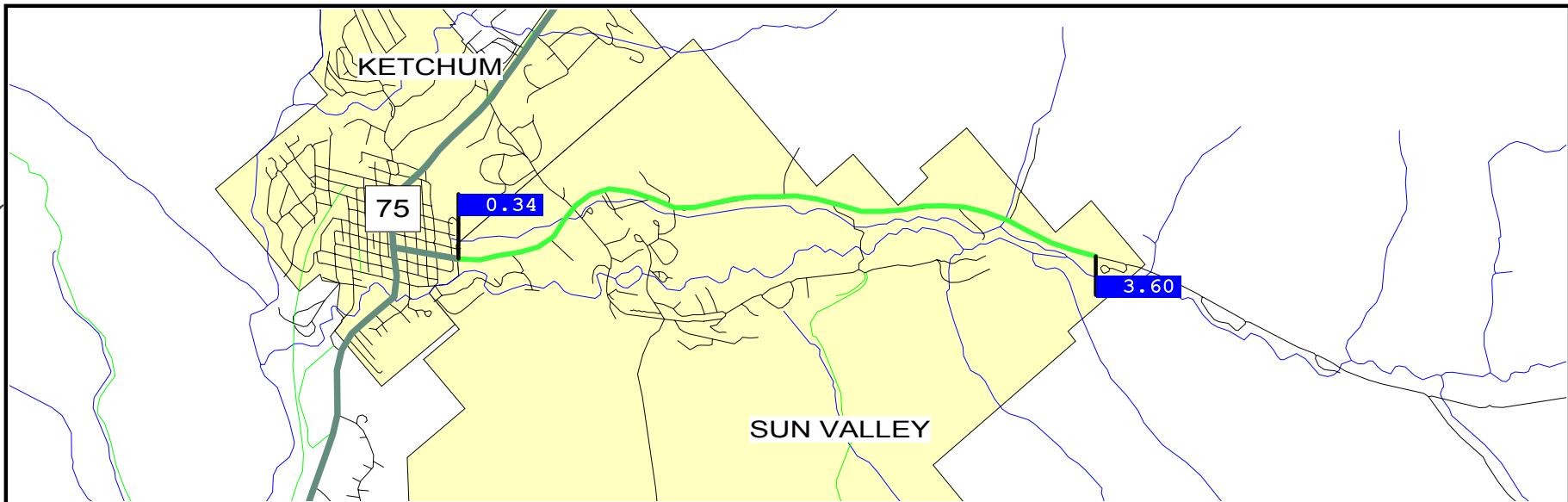
HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	MINOR-WIDENING	MINOR-WIDENING
YEAR OF IMPROVEMENT	2003	2003
SYSTEM DEFICIENCY:	LANE WIDTH	LANE WIDTH
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$178,000	\$160,000
FOR CONSTRUCTION	\$3,032,000	\$2,731,000
TOTAL	\$3,210,000	\$2,891,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2

S T R U C T U R E I M P R O V E M E N T SSTRUCTURE REPLACEMENTS

BRIDGE KEY	17780	17785
FEATURES	YANKEE FORK CR	SALMON RIVER;S
MILEPOST	202.48	213.47
SQUARE FOOTAGE	5447	8478
PROGRAMMED YEAR		2006
SUFFICIENCY RATING	69.0	56.6
WEIGHT RESTRICTION	NO	NO
WIDTH RESTRICTION	YES	YES
HEIGHT RESTRICTION	NO	NO
DEFICIENCY	NONE	NONE

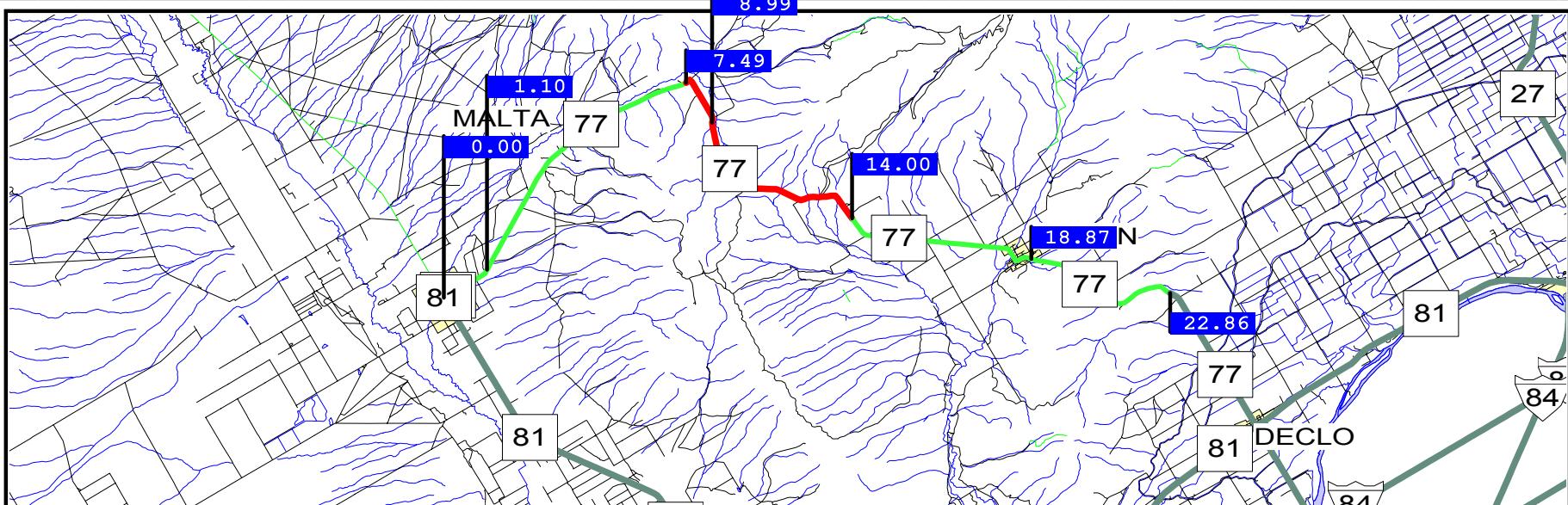


RURAL

MILEPOSTS	0.34 - 3.60
COUNTY	BLAINE
HIGHWAY DISTRICT #	4
FUNCTIONAL CLASS	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	NO
TERRAIN TYPE	RURAL-ROLLING
TYPE OF DEVELOPMENT	DENSE
SECTION LENGTH	3.261
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	BIT-SURF-TREATD
SHOULDER	
WIDTH	3
MATERIAL TYPE	COMBINATION
MEDIAN WIDTH	--
ADT (CURRENT)	3,182
ADT (FUTURE) -- 20 YEAR	4,537
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1990
SEAL COAT YEAR	1992
S/N OR D	2.9
PERCENT TRUCKS--PEAK	2
V/C RATIO	0.31
CRACK/ROUGH/FINAL INDEX	5.0/3.5/4.4

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 3 0 0

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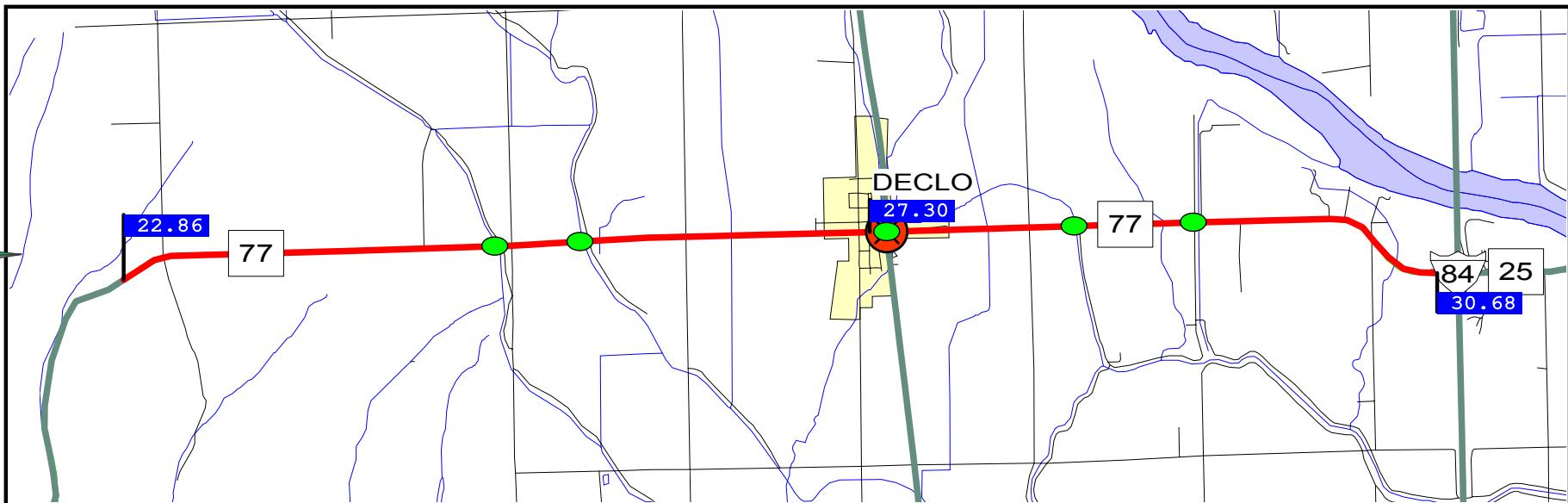
RURAL

	0.00 - 1.10 CASSIA	1.10 - 7.50 CASSIA	7.49 - 8.99 CASSIA	8.99 - 14.00 CASSIA	14.00 - 18.87 CASSIA	18.87 - 22.86 CASSIA
COUNTY	4	4	4	4	4	4
HIGHWAY DISTRICT #	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FUNCTIONAL CLASS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
FEDERAL AID SYSTEM	NO	NO	NO	NO	NO	NO
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	1.100	6.395	1.495	5.010	4.870	3.990
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	24	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	COMBINATION	COMBINATION	STABILIZED	COMBINATION	COMBINATION	STABILIZED
SHOULDER	5	2	2	2	2	1
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	COMBINATION	COMBINATION	STABILIZED	COMBINATION	COMBINATION	STABILIZED
MEDIAN WIDTH	263	294	400	415	511	719
ADT (CURRENT)	334	372	500	517	631	888
ADT (FUTURE) -- 20 YEAR	NO CONTROL >= 3 LANES	NO CONTROL >= 3 LANES	NO CONTROL >= 3 LANES	NO CONTROL >= 3 LANES	NO CONTROL TWO LANES	NO CONTROL >= 3 LANES
ACCESS CONTROL (CURRENT)	.	.	.	.	.	.
WIDENING FEASIBLE?	.	.	.	.	.	.
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	2000	1995	1995	1995	1996	1997
SEAL COAT YEAR	2000	1997	1997	1997	1997	1997
S/N OR D	2.4	2.8	2.4	2.4	2.5	3.1
PERCENT TRUCKS--PEAK	19	18	12	11	8	8
V/C RATIO	0.01	0.01	0.02	0.03	0.03	0.04
CRACK/ROUGH/FINAL INDEX	5.0/3.0/4.3	4.5/3.4/4.1	3.7/3.4/3.6	3.9/3.4/3.7	5.0/3.7/4.5	5.0/3.7/4.5

TYPE OF IMPROVEMENT	RESURF W/SHLDR IMPROVE & ALIGN 2013	RESURFACE WITH SHLD IMPROVMENT 2015
YEAR OF IMPROVEMENT		
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	HORIZ ALIGNMENT	SHLD WIDTH-R
SYSTEM DEFICIENCY:	SHLD WIDTH-R	
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$30,000	\$40,000
FOR CONSTRUCTION	\$610,000	\$1,232,000
TOTAL	\$640,000	\$1,272,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 3 0 0

030215



RURAL

MILEPOSTS	22.86 - 27.30	27.30 - 30.68
COUNTY	CASSIA	CASSIA
HIGHWAY DISTRICT #	4	4
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS
RR-XINGS	YES	NO
STRUCTURES	YES	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	4.436	3.380
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	2	2
MATERIAL TYPE	BITUMINOUS	COMBINATION
MEDIAN WIDTH	--	--
ADT (CURRENT)	838	1,729
ADT (FUTURE) -- 20 YEAR	1,035	2,118
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1994	1994
SEAL COAT YEAR	1997	1986
S/N OR D	1.7	2.9
PERCENT TRUCKS--PEAK	8	5
V/C RATIO	0.04	0.08
CRACK/ROUGH/FINAL INDEX	5.0/3.5/4.4	4.0/3.6/3.8

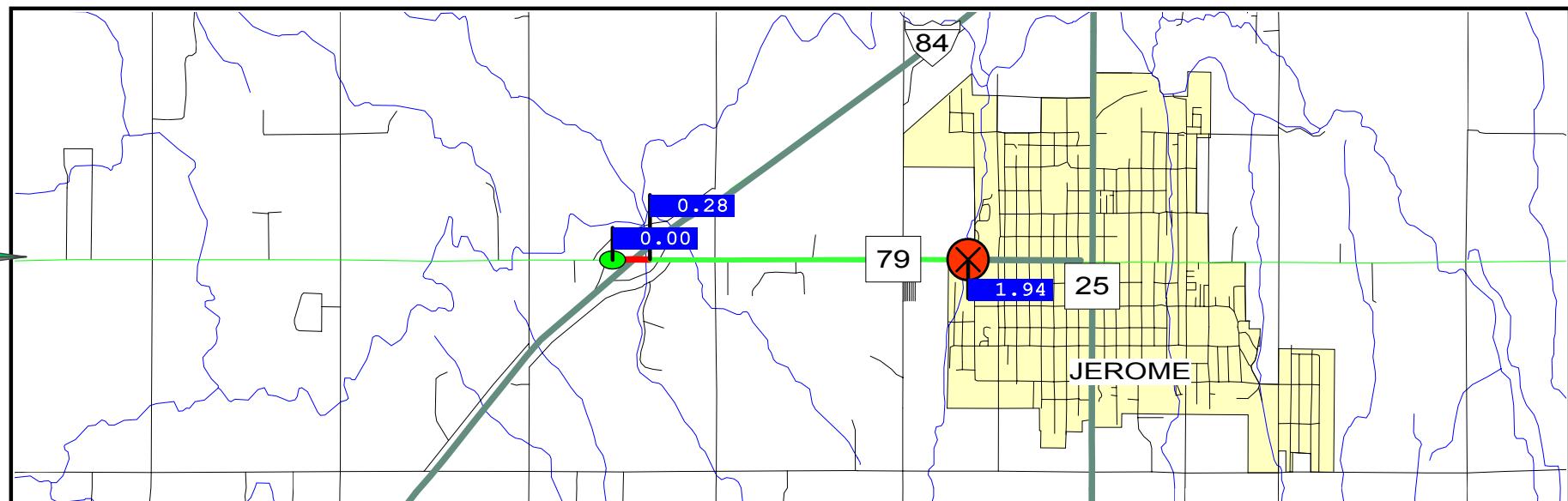
HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2014	2015
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$18,000	\$14,000
FOR CONSTRUCTION	\$976,000	\$744,000
TOTAL	\$994,000	\$758,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2

RR CROSSING NUMBER	812622V
TOTAL THROUGH TRAINS	1
TOT SWITCHING TRAINS	0
SPEED RANGE	0 TO 20
CROSSING SURFACE TYPE	ASPHALT
TYPES OF CONTROLS	
FLASHING LIGHTS	0
GATES	0
SIGNS	2
REFLECT. XBUCKS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	0
SPEED SELECTION	NOT APPLICABLE
TYPE OF IMPROVEMENT	LIGHTS/GATES
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	LIGHTS/GATES
COST OF IMPROVEMENT	
COST CONTROL	\$169,600
SURFACE	\$40,000
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$209,600
ADMINISTRATIVE	\$10,480
TOI CROSSING SURFACE	SECTION TIMBER

R R C R O S S I N G I M P R O V E M E N T



RURAL

MILEPOSTS	0.00 - 0.28	0.28 - 1.94
COUNTY	JEROME	JEROME
HIGHWAY DISTRICT #	4	4
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS
RR-XINGS	NO	YES
STRUCTURES	YES	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	0.280	1.660
NUM OF LANES (EXISTING)	4	4
LANES		
WIDTH	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	2	0
MATERIAL TYPE	COMBINATION	CURBED
MEDIAN WIDTH	--	--
ADT (CURRENT)	10,142	11,701
ADT (FUTURE) -- 20 YEAR	12,326	14,221
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1969	1989
SEAL COAT YEAR	1999	1999
S/N OR D	3.8	2.8
PERCENT TRUCKS--PEAK	2	1
V/C RATIO	0.18	0.21
CRACK/ROUGH/FINAL INDEX	2.6/2.0/2.3	4.5/3.0/3.9

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2005
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$2,000
FOR CONSTRUCTION	\$150,000
TOTAL	\$152,000
ACCESS CONTROL(FUTURE)	NO CONTROL
NUM OF LANES(DES.)	4

RR CROSSING NUMBER
 TOTAL THROUGH TRAINS
 TOT SWITCHING TRAINS
 SPEED RANGE
 CROSSING SURFACE TYPE
 TYPES OF CONTROLS
 FLASHING LIGHTS
 CANT OVER ROAD
 MAST MOUNTED
 GATES
 RED/WHITE REFLCT.
 SIGNS
 REFLECT. XBUCKS
 HWY TRAFFIC SIGNAL
 WIGWAGS
 BELLS
 SPEED SELECTION

818926G
 1
 0
 5 TO 40
 ASPHALT
 4
 2
 2
 2
 2
 2
 2
 0
 0
 0
 NOT APPLICABLE

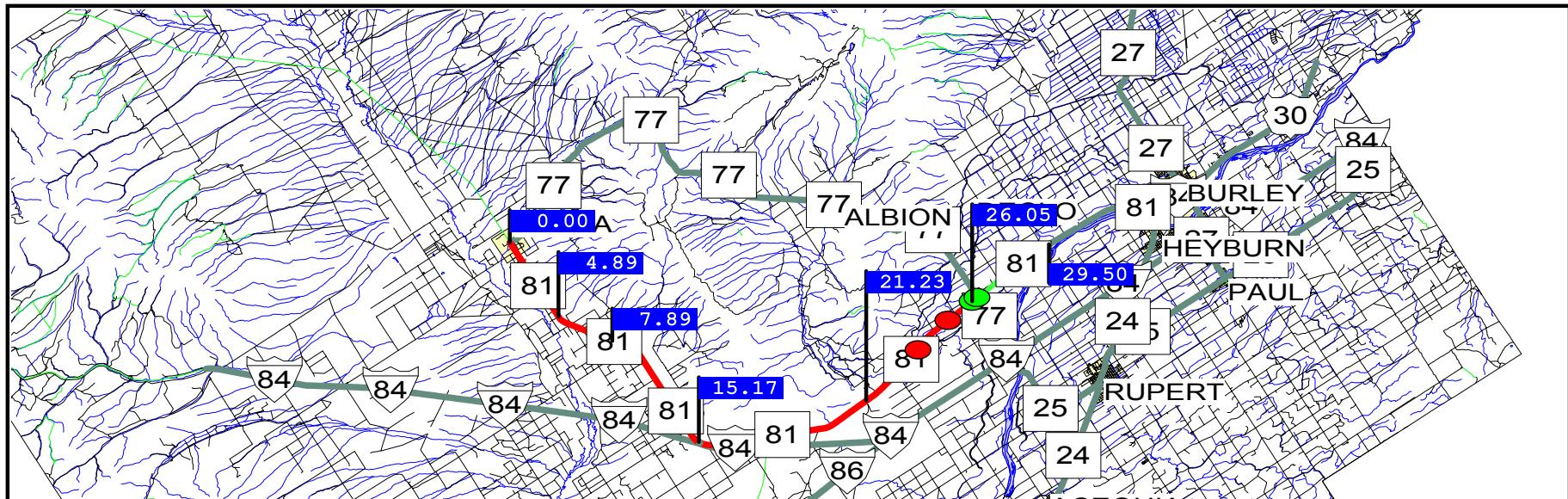
R R C R O S S I N G I M P R O V E M E N T

TYPE OF IMPROVEMENT
 YEAR OF IMPROVEMENT
 RR XING DEFICIENCY
 COST OF IMPROVEMENT
 COST CONTROL
 SURFACE
 CIRCUITRY
 TOTAL (EXCL ADMIN)
 ADMINISTRATIVE
 TOI CROSSING SURFACE

CHANGE SURFACE
 00
 SURFACE
 \$0
 \$120,000
 \$0
 \$120,000
 \$6,000
 RUBBER

H P M S S T U D Y F O R R O A D S E G M E N T : 002310

030215



RURAL

MILEPOSTS	0.00 - 4.89	4.89 - 7.89	7.89 - 15.17	15.17 - 21.23	21.23 - 26.05	26.05 - 29.50
COUNTY	CASSIA	CASSIA	CASSIA	CASSIA	CASSIA	CASSIA
HIGHWAY DISTRICT #	4	4	4	4	4	4
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	YES	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	4.890	2.998	7.278	6.066	4.816	3.452
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	24	24	24	24	24
WIDTH	24	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	BIT-SURF-TREATD	HIGH FLEXIBLE
SHOULDER	2	1	3	1	1	3
WIDTH	2	1	3	1	1	3
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	COMBINATION	BITUMINOUS	STABILIZED	COMBINATION
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	735	670	780	600	798	2,072
ADT (FUTURE) -- 20 YEAR	924	845	1,004	786	1,021	2,538
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1954	1947	1949	1947	1949	1994
SEAL COAT YEAR	----	----	----	----	----	1986
S/N OR D	1.7	1.7	1.9	1.7	1.7	3.6
PERCENT TRUCKS--PEAK	15	17	25	33	23	4
V/C RATIO	0.04	0.04	0.04	0.04	0.04	0.10
CRACK/ROUGH/FINAL INDEX	4.0/3.6/3.8	4.0/3.4/3.8	4.8/3.3/4.2	4.4/3.5/4.1	4.5/3.4/4.0	5.0/3.8/4.5

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	PAVEMNT-RECONST			
YEAR OF IMPROVEMENT	2010	2010	2013	2011	2015
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R	SURFACE TYPE
SYSTEM DEFICIENCY:					PSR < RECON-PSR
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$20,000	\$12,000	\$29,000	\$49,000	\$67,000
FOR CONSTRUCTION	\$1,076,000	\$660,000	\$1,601,000	\$1,492,000	\$2,572,000
TOTAL	\$1,096,000	\$672,000	\$1,630,000	\$1,541,000	\$2,639,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2	2	2	2

STRUCTURE IMPROVEMENTSSTRUCTURE REPLACEMENTS

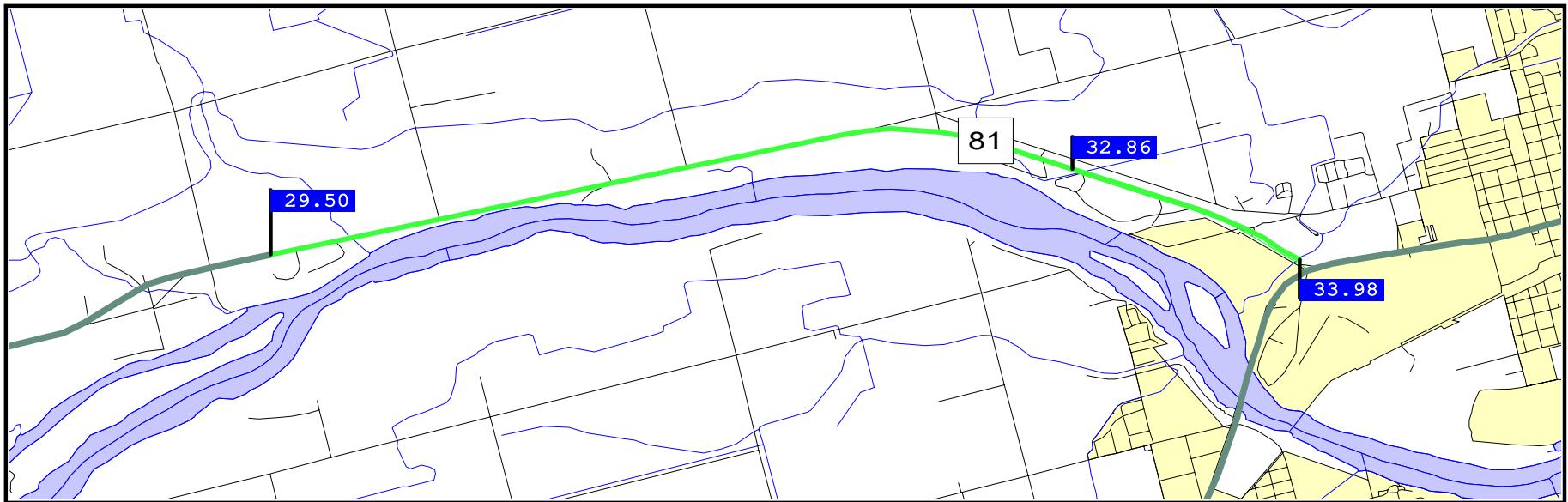
16605
 'J' CANAL
 23.61
 1227
 2004
 38.9
 NO
 YES
 NO
 STRUC DEFICENT

STRUCTURE REPLACEMENTS

16610
 'H' CANAL
 25.08
 1119
 2005
 47.7
 NO
 YES
 NO
 STRUC DEFICENT

BRIDGE KEY
 FEATURES
 MILEPOST
 SQUARE FOOTAGE
 PROGRAMMED YEAR
 SUFFICIENCY RATING
 WEIGHT RESTRICTION
 WIDTH RESTRICTION
 HEIGHT RESTRICTION
 DEFICIENCY

BRIDGE KEY
 FEATURES
 MILEPOST
 SQUARE FOOTAGE
 PROGRAMMED YEAR
 SUFFICIENCY RATING
 WEIGHT RESTRICTION
 WIDTH RESTRICTION
 HEIGHT RESTRICTION
 DEFICIENCY

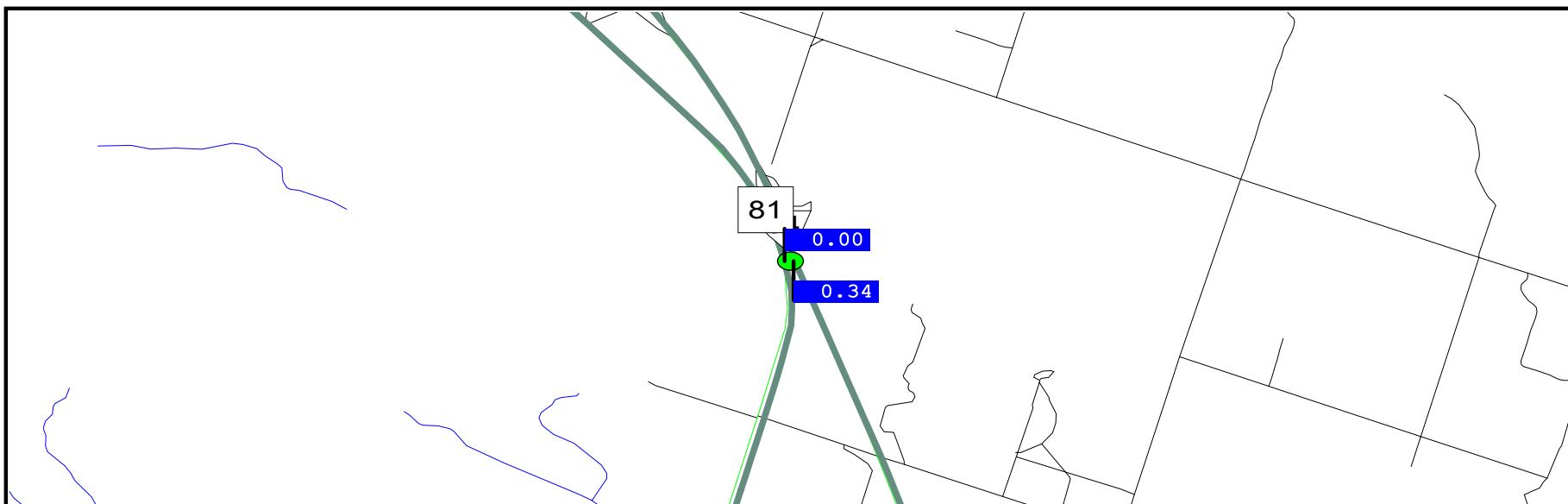


RURAL

MILEPOSTS	29.50 - 32.86	32.86 - 33.98
COUNTY	CASSIA	CASSIA
HIGHWAY DISTRICT #	4	4
FUNCTIONAL CLASS	MAJOR COLLECTOR	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS
RR-XINGS	NO	NO
STRUCTURES	NO	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	3.360	1.118
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	2	3
MATERIAL TYPE	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--
ADT (CURRENT)	3,284	4,821
ADT (FUTURE) -- 20 YEAR	4,031	5,941
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1994	1994
SEAL COAT YEAR	1986	1986
S/N OR D	4.2	4.2
PERCENT TRUCKS--PEAK	6	7
V/C RATIO	0.15	0.22
CRACK/ROUGH/FINAL INDEX	4.8/3.8/4.4	4.9/3.6/4.4

H P M S S T U D Y F O R R O A D S E G M E N T : 002311

030215



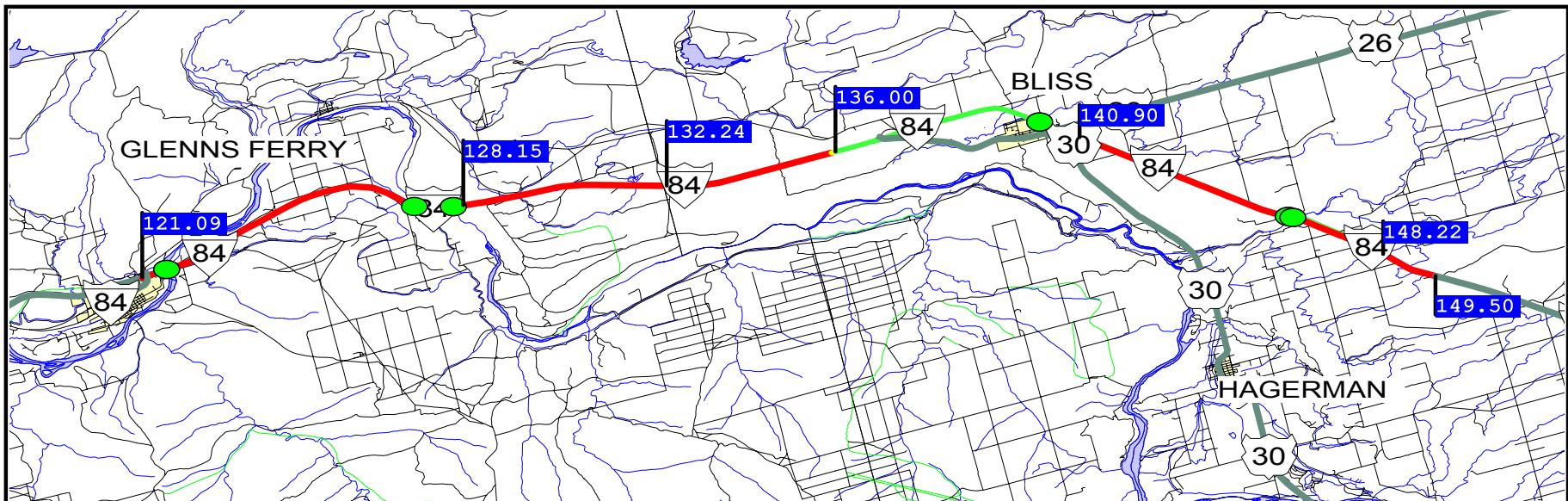
RURAL

MILEPOSTS	0.00 - 0.34
COUNTY	CASSIA
HIGHWAY DISTRICT #	4
FUNCTIONAL CLASS	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	YES
TERRAIN TYPE	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	0.340
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	1
MATERIAL TYPE	EARTH
MEDIAN WIDTH	--
ADT (CURRENT)	634
ADT (FUTURE) -- 20 YEAR	789
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1962
SEAL COAT YEAR	----
S/N OR D	2.1
PERCENT TRUCKS--PEAK	10
V/C RATIO	0.03
CRACK/ROUGH/FINAL INDEX	1.9/3.0/2.3

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$1,000
FOR CONSTRUCTION	\$75,000
TOTAL	\$76,000
ACCESS CONTROL(FUTURE)	NO CONTROL
NUM OF LANES(DES.)	2

HPMS STUDY FOR ROAD SEGMENT : 001010

030215



RURAL

	121.09 - 128.15 ELMORE	128.15 - 132.24 ELMORE	132.24 - 136.00 GOODING	136.00 - 140.90 GOODING	140.90 - 148.22 GOODING	148.22 - 149.50 GOODING
COUNTY	ELMORE	ELMORE	GOODING	GOODING	GOODING	GOODING
HIGHWAY DISTRICT #	4	4	4	4	4	4
FUNCTIONAL CLASS	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	YES	YES	YES	YES	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	7.060	4.089	3.757	4.900	7.320	1.280
NUM OF LANES (EXISTING)	4	4	4	4	4	4
LANES	48	48	48	48	48	48
WIDTH	48	48	48	48	48	48
MATERIAL TYPE	RIGID PLAIN JNT	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER	10	10	10	10	10	10
WIDTH	10	10	10	10	10	10
MATERIAL TYPE	PORTLAND CC	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	76	76	76	76	76	76
ADT (CURRENT)	12,500	12,500	12,500	11,494	11,000	11,000
ADT (FUTURE) -- 20 YEAR	25,901	25,901	25,901	23,817	22,793	22,793
ACCESS CONTROL (CURRENT)	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	REHAB CONCRETE	MILL AND INLAY	MILL AND INLAY	MILL AND INLAY	RUT FILLING & SS	MILL AND INLAY
YEAR OF IMPROVEMENT	1993	1992	1986	1992	1996	1988
SEAL COAT YEAR	----	1996	1996	2000	1999	1999
S/N OR D	8	3.4	5.4	6.3	5.0	5.0
PERCENT TRUCKS--PEAK	25	25	25	27	29	29
V/C RATIO	0.21	0.21	0.20	0.18	0.18	0.18
CRACK/ROUGH/FINAL INDEX	2.0/2.6/2.5	3.5/3.9/3.9	3.5/3.6/3.6	4.5/3.6/4.0	3.0/3.5/3.5	3.0/3.7/4.1

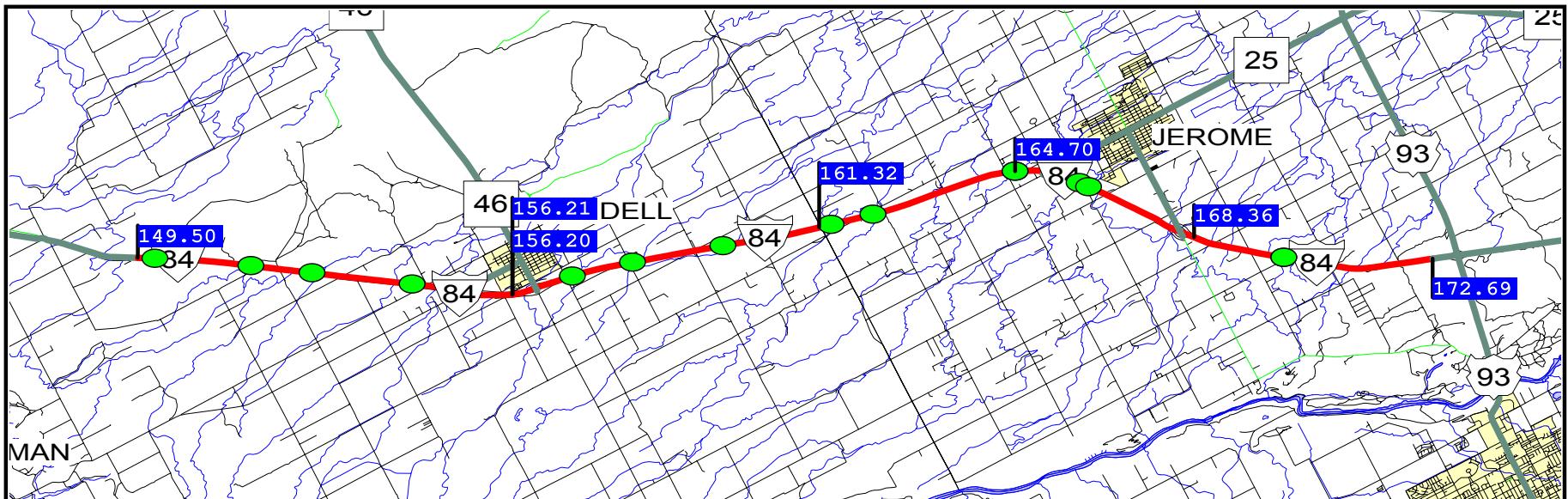
HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE 2003	RESURFACE 2006	RESURFACE 2009	RESURFACE 2005	RESURFACE 2005
YEAR OF IMPROVEMENT	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:					
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$0	\$0	\$0	\$0	\$0
FOR CONSTRUCTION	\$2,739,000	\$1,587,000	\$1,428,000	\$2,782,000	\$486,000
TOTAL	\$2,739,000	\$1,587,000	\$1,428,000	\$2,782,000	\$486,000
ACCESS CONTROL(FUTURE)	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL
NUM OF LANES(DES.)	4	4	4	4	4

HPMS STUDY FOR ROAD SEGMENT : 001010

030215



RURAL

MILEPOSTS	149.50 - 156.20	156.20 - 156.21	156.21 - 161.32	161.32 - 164.70	164.70 - 168.36	168.36 - 172.69
COUNTY	GOODING	GOODING	GOODING	JEROME	JEROME	JEROME
HIGHWAY DISTRICT #	4	4	4	4	4	4
FUNCTIONAL CLASS	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	NO	YES	YES	YES	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	6.700	0.013	5.106	3.380	3.664	4.327
NUM OF LANES (EXISTING)	4	4	4	4	4	4
LANES	48	48	48	48	48	48
WIDTH	48	48	48	48	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER	10	10	10	10	10	10
WIDTH	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	76	76	76	76	76	76
ADT (CURRENT)	11,136	12,000	16,574	17,000	18,468	21,000
ADT (FUTURE) -- 20 YEAR	23,075	24,865	34,343	35,226	38,268	43,514
ACCESS CONTROL (CURRENT)	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	MILL AND INLAY	NW CONS/RCN FLX	C.R.A.B.S.	NW CONS/RCN FLX	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1991	1971	1997	1971	1985	1985
SEAL COAT YEAR	1999	1999	1999	1999	1999	1996
S/N OR D	3.0	3.7	4.7	3.7	7.0	7.0
PERCENT TRUCKS--PEAK	28	26	20	19	18	16
V/C RATIO	0.18	0.19	0.26	0.27	0.29	0.33
CRACK/ROUGH/FINAL INDEX	3.9/3.8/4.0	4.3/3.8/4.0	4.5/3.2/3.9	3.9/3.3/3.9	4.0/3.4/3.7	3.4/3.4/3.8

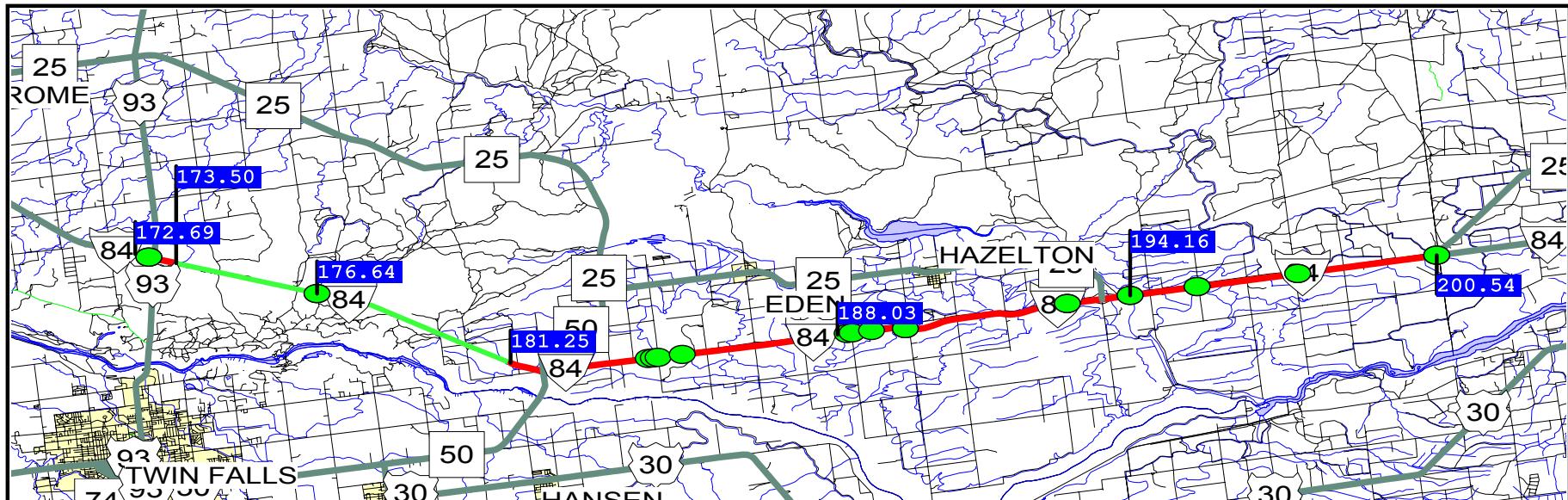
HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE 2007	RESURFACE 2008	RESURFACE 2009	RESURFACE 2007	RESURFACE 2012	RESURFACE 2007
YEAR OF IMPROVEMENT	PSR < RESRF-PSR					
SYSTEM DEFICIENCY:						
COST OF IMPROVEMENT						
FOR ROW AND UTIL	\$0	\$0	\$0	\$0	\$0	\$0
FOR CONSTRUCTION	\$2,546,000	\$5,000	\$1,940,000	\$1,284,000	\$1,392,000	\$1,644,000
TOTAL	\$2,546,000	\$5,000	\$1,940,000	\$1,284,000	\$1,392,000	\$1,644,000
ACCESS CONTROL(FUTURE)	FULL CONTROL					
NUM OF LANES(DES.)	4	4	4	4	4	4

HPMS STUDY FOR ROAD SEGMENT : 001010

030215



RURAL

	172.69 - 173.50 JEROME	173.50 - 176.64 JEROME	176.64 - 181.25 JEROME	181.25 - 188.03 JEROME	188.03 - 194.16 JEROME	194.16 - 200.54 JEROME
MILEPOSTS	172.69 - 173.50 JEROME	173.50 - 176.64 JEROME	176.64 - 181.25 JEROME	181.25 - 188.03 JEROME	188.03 - 194.16 JEROME	194.16 - 200.54 JEROME
COUNTY	4	4	4	4	4	4
HIGHWAY DISTRICT #	4	4	4	4	4	4
FUNCTIONAL CLASS	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	YES	YES	YES	YES	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	0.810	3.138	4.614	6.775	6.133	6.377
NUM OF LANES (EXISTING)	4	4	4	4	4	4
LANES	48	48	48	48	48	48
WIDTH	48	48	48	48	48	48
MATERIAL TYPE	HIGH FLEXIBLE	RIGID REINF JNT	RIGID REINF JNT	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER	10	10	10	10	10	10
WIDTH	BITUMINOUS	TIED PORTLND CC	TIED PORTLND CC	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	99	99	99	99	76	76
ADT (CURRENT)	15,235	12,000	12,000	13,250	14,342	14,000
ADT (FUTURE) -- 20 YEAR	31,569	24,865	24,865	27,455	29,718	29,010
ACCESS CONTROL (CURRENT)	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	RESURFACE FLEX	NW CONS/RCN FLX	RESURFACE CONC	C.R.A.B.S.	C.R.A.B.S.	MILL INLAY&OVER
YEAR OF IMPROVEMENT	1979	1994	1995	2001	2001	1996
SEAL COAT YEAR	1996	----	1982	2001	2001	1997
S/N OR D	5.1	12	14	2.7	4.5	3.8
PERCENT TRUCKS--PEAK	22	29	29	26	24	25
V/C RATIO	0.24	0.19	0.19	0.21	0.23	0.23
CRACK/ROUGH/FINAL INDEX	3.4/3.0/3.3	4.6/3.3/4.1	5.0/3.2/4.1	5.0/3.4/4.2	5.0/3.4/4.2	3.7/3.4/3.9

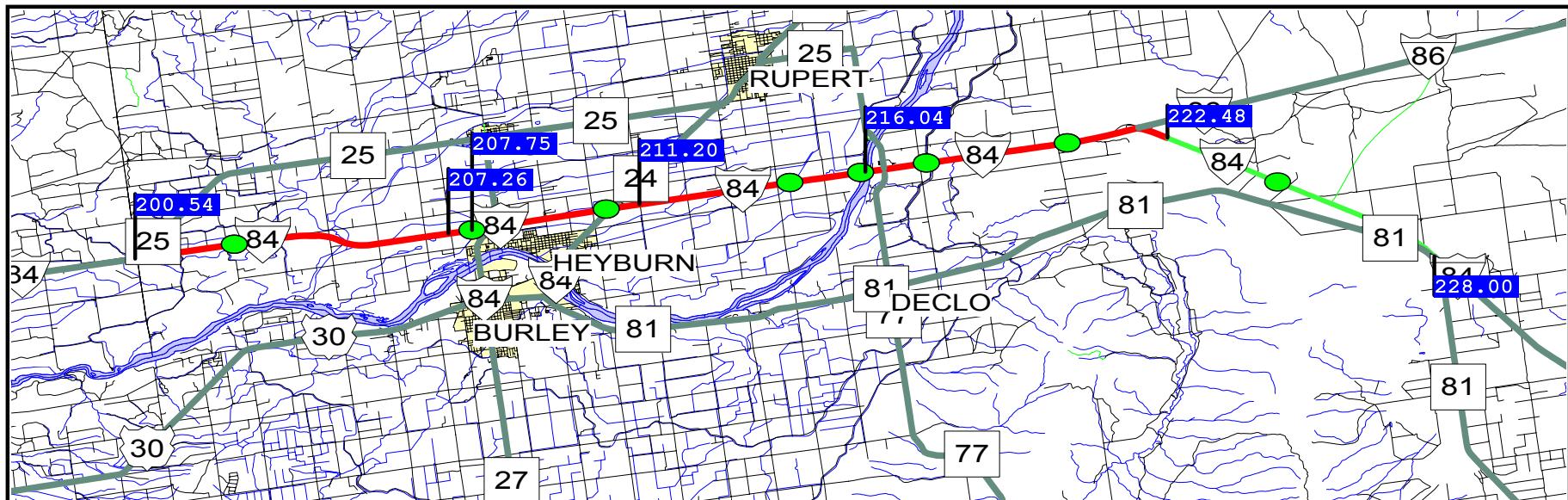
HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE 2008 PSR < RESRF-PSR	RESURFACE 2010 PSR < RESRF-PSR	RESURFACE 2010 PSR < RESRF-PSR	RESURFACE 2006 PSR < RESRF-PSR
YEAR OF IMPROVEMENT				
SYSTEM DEFICIENCY:				
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$0	\$0	\$0	\$0
FOR CONSTRUCTION	\$308,000	\$2,575,000	\$2,331,000	\$2,474,000
TOTAL	\$308,000	\$2,575,000	\$2,331,000	\$2,474,000
ACCESS CONTROL(FUTURE)	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL
NUM OF LANES(DES.)	4	4	4	4

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 1 0 1 0

030215



RURAL

	200.54 - 207.26 MINIDOKA	207.26 - 207.75 MINIDOKA	207.75 - 211.20 MINIDOKA	211.20 - 216.04 MINIDOKA	216.04 - 222.48 CASSIA	222.48 - 228.00 CASSIA
COUNTY	MINIDOKA	MINIDOKA	MINIDOKA	MINIDOKA	CASSIA	CASSIA
HIGHWAY DISTRICT #	4	4	4	4	4	4
FUNCTIONAL CLASS	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	YES	YES	YES	YES	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	6.720	0.493	3.453	4.834	6.443	5.520
NUM OF LANES (EXISTING)	4	4	4	4	4	4
LANES	48	48	48	48	48	48
WIDTH	48	48	48	48	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	10	10	10	10	10	10
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	76	76	76	76	76	76
ADT (CURRENT)	14,000	14,000	13,178	12,500	9,443	6,323
ADT (FUTURE) -- 20 YEAR	29,010	29,010	27,306	25,901	19,567	13,102
ACCESS CONTROL (CURRENT)	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	MILL INLAY&OVER	MILL INLAY&OVER	MILL AND INLAY	MILL AND INLAY	RUT FILLING &SS	MILL INLAY&OVER
YEAR OF IMPROVEMENT	1996	1996	1993	1993	2000	2000
SEAL COAT YEAR	1997	1997	1986	1986	1995	2000
S/N OR D	4.8	4.8	5.8	5.8	6.4	7.0
PERCENT TRUCKS--PEAK	25	25	26	27	28	32
V/C RATIO	0.22	0.22	0.21	0.20	0.15	0.10
CRACK/ROUGH/FINAL INDEX	4.3/3.5/3.9	4.5/3.3/4.1	2.3/2.9/2.7	2.5/3.1/2.8	3.2/3.6/3.7	5.0/3.8/4.4

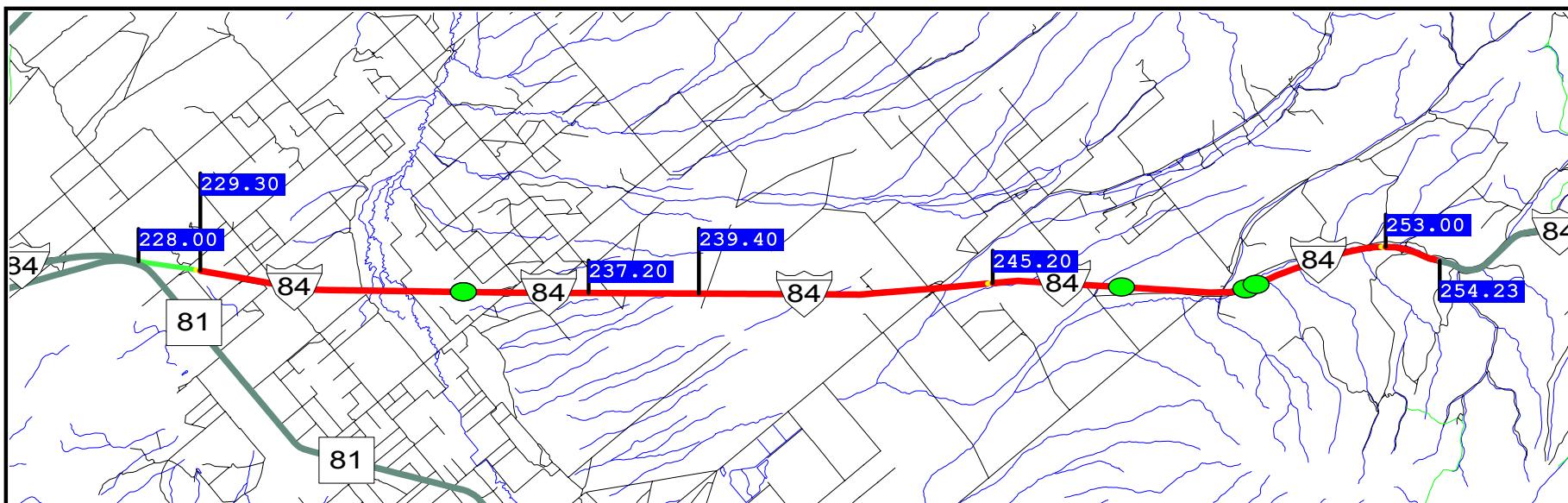
HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE 2010	RESURFACE 2010	RESURFACE 2003	RESURFACE 2003	RESURFACE 2006
YEAR OF IMPROVEMENT	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:					
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$0	\$0	\$0	\$0	\$0
FOR CONSTRUCTION	\$2,554,000	\$187,000	\$1,312,000	\$1,837,000	\$2,448,000
TOTAL	\$2,554,000	\$187,000	\$1,312,000	\$1,837,000	\$2,448,000
ACCESS CONTROL(FUTURE)	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL
NUM OF LANES(DES.)	4	4	4	4	4

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 1 0 1 0

030215



RURAL

	228.00 - 229.30	229.30 - 237.20	237.20 - 239.40	239.40 - 245.20	245.20 - 253.00	253.00 - 254.23
MILEPOSTS	228.00 - 229.30	229.30 - 237.20	237.20 - 239.40	239.40 - 245.20	245.20 - 253.00	253.00 - 254.23
COUNTY	CASSIA	CASSIA	CASSIA	CASSIA	CASSIA	CASSIA
HIGHWAY DISTRICT #	4	4	4	4	4	4
FUNCTIONAL CLASS	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	YES	NO	YES	YES	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	1.300	7.900	2.200	5.800	7.800	1.230
NUM OF LANES (EXISTING)	4	4	4	4	4	4
LANES	48	48	48	48	48	48
WIDTH	48	48	48	48	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER	10	10	10	10	10	10
WIDTH	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MATERIAL TYPE	76	76	76	76	76	76
MEDIAN WIDTH	6,200	6,200	6,200	6,200	6,200	6,200
ADT (CURRENT)	6,200	6,200	6,200	6,200	6,200	6,200
ADT (FUTURE) -- 20 YEAR	12,847	12,847	12,847	12,847	12,847	12,847
ACCESS CONTROL (CURRENT)	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	MILL INLAY&OVER	RUT FILLING &SS	RUT FILLING &SS	NW CONS/RCN FLX	C.R.A.B.S.	C.R.A.B.S.
YEAR OF IMPROVEMENT	2000	1992	1992	1973	2001	2001
SEAL COAT YEAR	2000	1989	1989	1996	1996	1996
S/N OR D	7.0	4.3	4.3	4.5	4.0	3.8
PERCENT TRUCKS--PEAK	33	33	33	33	33	33
V/C RATIO	0.10	0.10	0.10	0.10	0.10	0.10
CRACK/ROUGH/FINAL INDEX	5.0/4.0/4.5	2.4/3.1/2.8	2.5/3.3/2.9	2.6/3.4/3.0	3.5/3.7/4.3	5.0/3.6/4.3

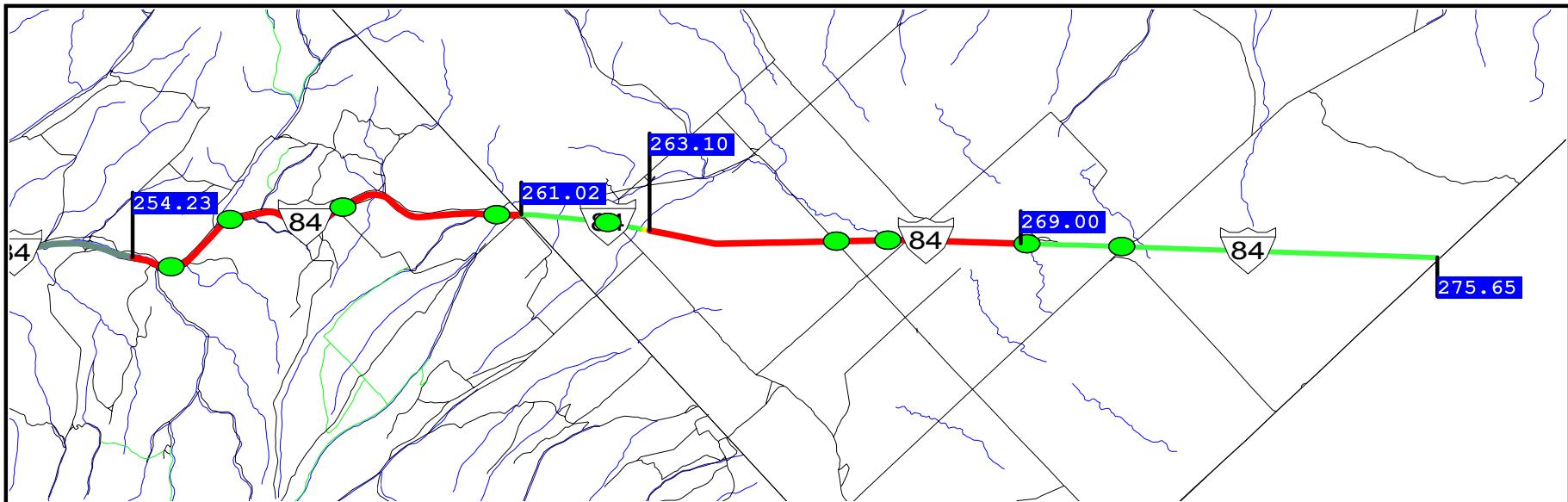
HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE 2003	RESURFACE 2003	RESURFACE 2003	RESURFACE 2006	RESURFACE 2010
YEAR OF IMPROVEMENT	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:					
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$0	\$0	\$0	\$0	\$0
FOR CONSTRUCTION	\$3,002,000	\$836,000	\$2,204,000	\$3,026,000	\$477,000
TOTAL	\$3,002,000	\$836,000	\$2,204,000	\$3,026,000	\$477,000
ACCESS CONTROL(FUTURE)	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL
NUM OF LANES(DES.)	4	4	4	4	4

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 1 0 1 0

030215



RURAL

	254.23 - 261.02	261.02 - 263.10	263.10 - 269.00	269.00 - 275.65
MILEPOSTS	254.23 - 261.02	261.02 - 263.10	263.10 - 269.00	269.00 - 275.65
COUNTY	CASSIA	ONEIDA	ONEIDA	ONEIDA
HIGHWAY DISTRICT #	4	4	4	4
FUNCTIONAL CLASS	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
RR-XINGS	NO	NO	NO	NO
STRUCTURES	YES	YES	YES	YES
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	6.786	2.084	5.900	6.650
NUM OF LANES (EXISTING)	4	4	4	4
LANES				
WIDTH	48	48	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER				
WIDTH	10	10	10	10
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	76	99	99	99
ADT (CURRENT)	6,200	6,200	6,200	6,200
ADT (FUTURE) -- 20 YEAR	12,847	12,847	12,847	12,847
ACCESS CONTROL (CURRENT)	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.
PAVEMENT IMPROVEMENT	MILL INLAY&OVER	MILL INLAY&OVER	MILL INLAY&OVER	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1994	1994	1994	1999
SEAL COAT YEAR	----	1980	1980	1980
S/N OR D	5.1	5.6	5.1	5.9
PERCENT TRUCKS--PEAK	33	33	33	33
V/C RATIO	0.10	0.10	0.10	0.10
CRACK/ROUGH/FINAL INDEX	4.5/3.9/4.2	4.7/3.9/4.3	4.4/3.9/4.1	4.6/3.8/4.2

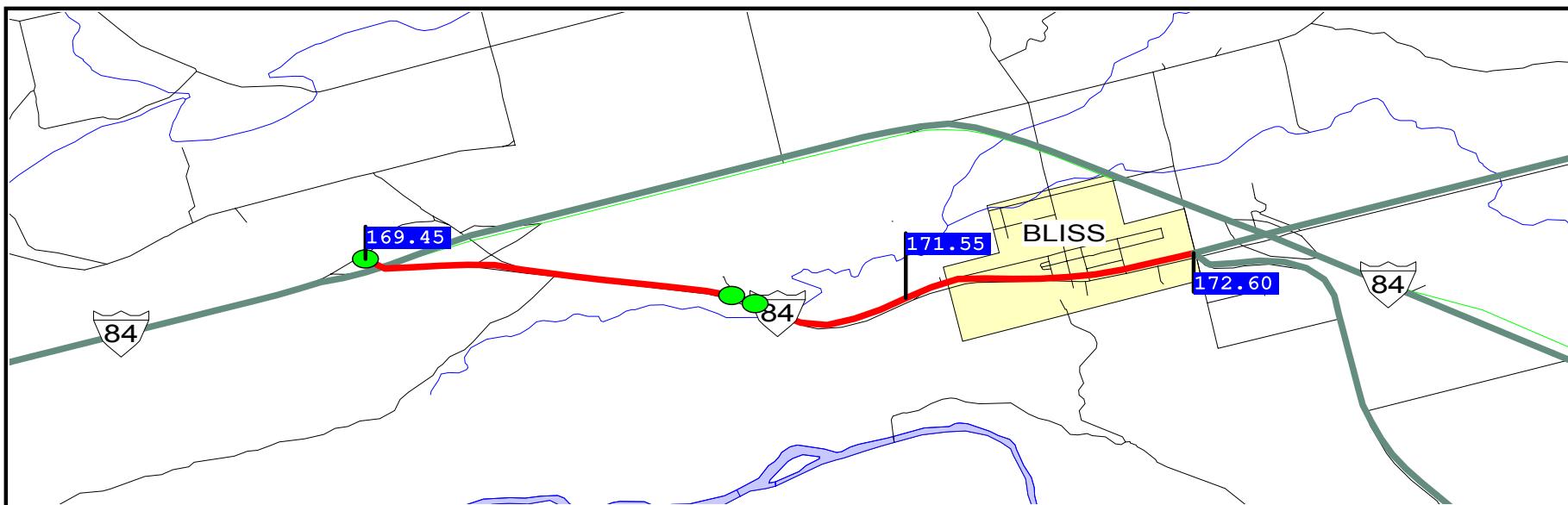
HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE	RESURFACE
YEAR OF IMPROVEMENT	2015	2015
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$0	\$0
FOR CONSTRUCTION	\$2,633,000	\$2,289,000
TOTAL	\$2,633,000	\$2,289,000
ACCESS CONTROL(FUTURE)	FULL CONTROL	FULL CONTROL
NUM OF LANES(DES.)	4	4

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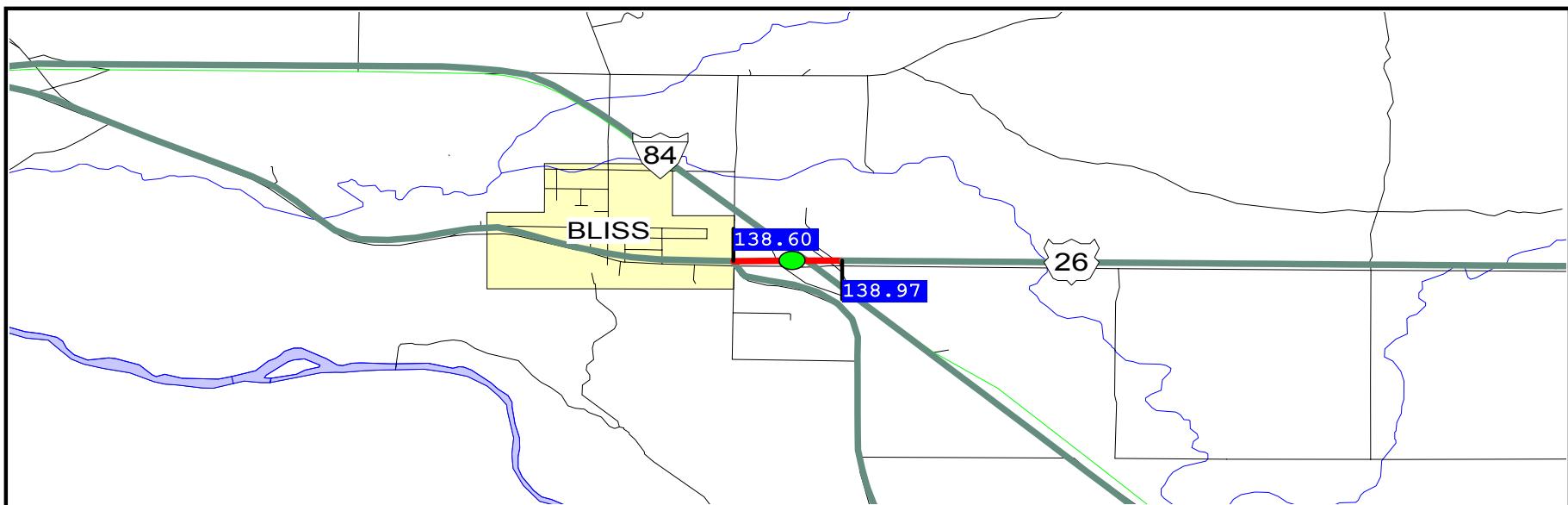
RURAL

MILEPOSTS	169.45 - 171.55	171.55 - 172.60
COUNTY	GOODING	GOODING
HIGHWAY DISTRICT #	4	4
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS
RR-XINGS	NO	NO
STRUCTURES	YES	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	2.103	1.054
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	3	8
MATERIAL TYPE	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--
ADT (CURRENT)	1,644	2,005
ADT (FUTURE) -- 20 YEAR	2,026	2,466
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NO INFORMATION	NO INFORMATION
YEAR OF IMPROVEMENT	0000	0000
SEAL COAT YEAR	-----	1994
S/N OR D	2.8	2.8
PERCENT TRUCKS--PEAK	7	6
V/C RATIO	0.08	0.09
CRACK/ROUGH/FINAL INDEX	2.6/3.0/2.8	3.5/3.0/3.3

TYPE OF IMPROVEMENT	RESURF W/SHLDR	RESURFACE
YEAR OF IMPROVEMENT	IMPROVE & ALIGN	
SYSTEM DEFICIENCY:	2006	2010
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	
SYSTEM DEFICIENCY:	VERT ALIGNMENT	
SYSTEM DEFICIENCY:	SHLD WIDTH-R	
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$59,000	\$0
FOR CONSTRUCTION	\$951,000	\$152,000
TOTAL	\$1,010,000	\$152,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2

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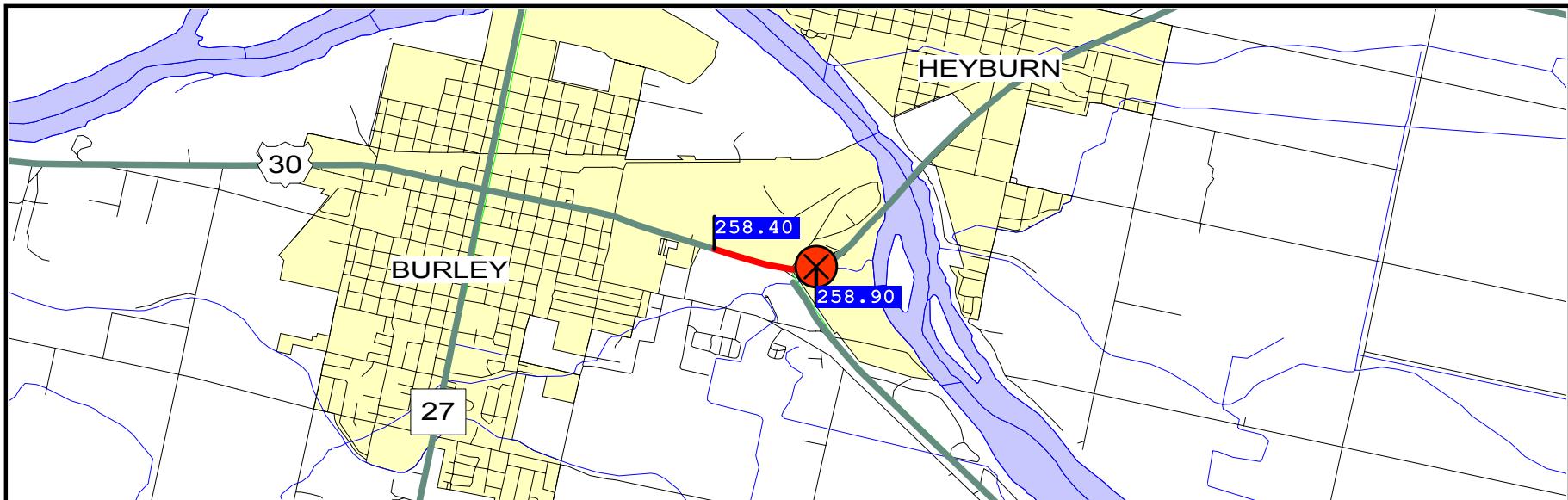
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RURAL

MILEPOSTS	138.60 - 138.97
COUNTY	GOODING
HIGHWAY DISTRICT #	4
FUNCTIONAL CLASS	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	YES
TERRAIN TYPE	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	0.370
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	8
MATERIAL TYPE	COMBINATION
MEDIAN WIDTH	--
ADT (CURRENT)	3,037
ADT (FUTURE) -- 20 YEAR	4,188
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1975
SEAL COAT YEAR	1990
S/N OR D	4.3
PERCENT TRUCKS--PEAK	3
V/C RATIO	0.13
CRACK/ROUGH/FINAL INDEX	3.5/2.3/3.0

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2011
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$53,000
TOTAL	\$53,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2



RURAL

MILEPOSTS 258.40 - 258.90
 COUNTY CASSIA
 HIGHWAY DISTRICT # 4
 FUNCTIONAL CLASS OTHER PRIN ART
 FEDERAL AID SYSTEM NHS
 RR-XINGS YES
 STRUCTURES NO
 TERRAIN TYPE RURAL-FLAT
 TYPE OF DEVELOPMENT RURAL
 SECTION LENGTH 0.496
 NUM OF LANES (EXISTING) 4
 LANES
 WIDTH 48
 MATERIAL TYPE HIGH FLEXIBLE
 SHOULDER
 WIDTH 1
 MATERIAL TYPE BITUMINOUS
 MEDIAN WIDTH --
 ADT (CURRENT) 15,210
 ADT (FUTURE) -- 20 YEAR 18,670
 ACCESS CONTROL (CURRENT) NO CONTROL
 WIDENING FEASIBLE? TWO LANES
 AVE. 5 YR. ACC. NOS.
 PAVEMENT IMPROVEMENT PLNT MIX OVLAY
 YEAR OF IMPROVEMENT 1990
 SEAL COAT YEAR ----
 S/N OR D 4.2
 PERCENT TRUCKS--PEAK 5
 V/C RATIO 0.27
 CRACK/ROUGH/FINAL INDEX 2.4/2.5/2.4

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$6,000
FOR CONSTRUCTION	\$315,000
TOTAL	\$321,000
ACCESS CONTROL(FUTURE)	NO CONTROL
NUM OF LANES(DES.)	4

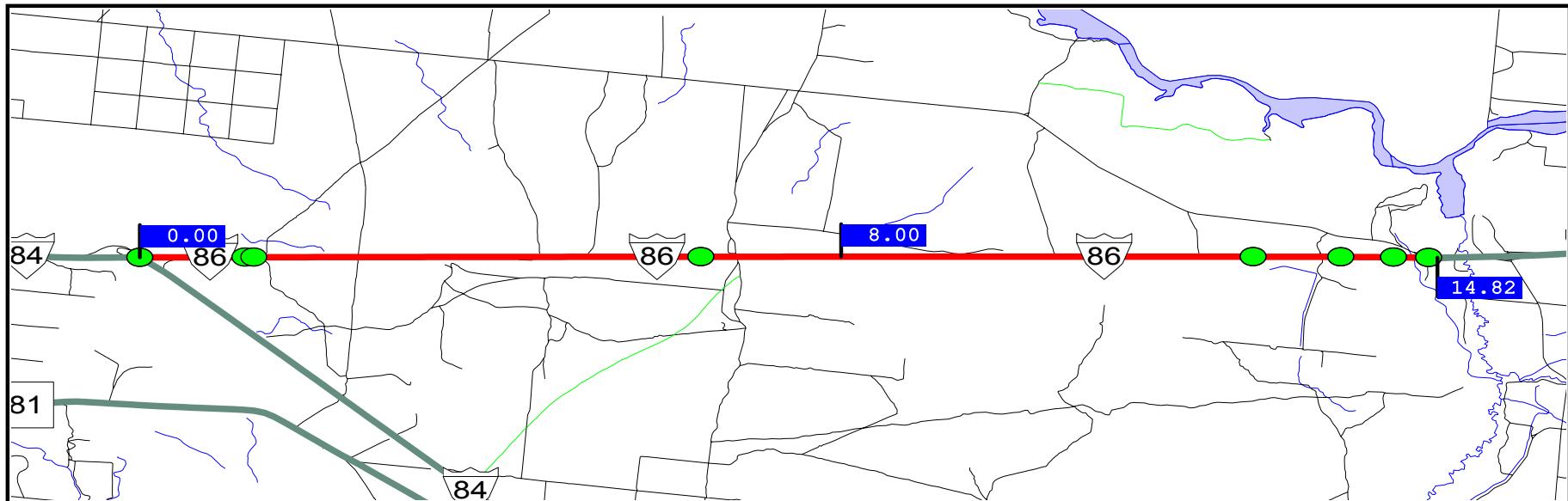
RR CROSSING NUMBER	812595B
TOTAL THROUGH TRAINS	1
TOT SWITCHING TRAINS	0
SPEED RANGE	0 TO 20
CROSSING SURFACE TYPE	SECTION TIMBER
TYPES OF CONTROLS	
FLASHING LIGHTS	2
MAST MOUNTED	2
GATES	0
SIGNS	2
REFLECT. XBUCKS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	0
SPEED SELECTION	NOT APPLICABLE

TYPE OF IMPROVEMENT	LIGHTS/GATES
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	LIGHTS/GATES
COST OF IMPROVEMENT	
COST CONTROL	\$250,000
SURFACE	\$120,000
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$370,000
ADMINISTRATIVE	\$18,500
TOI CROSSING SURFACE	RUBBER

R R C R O S S I N G I M P R O V E M E N T

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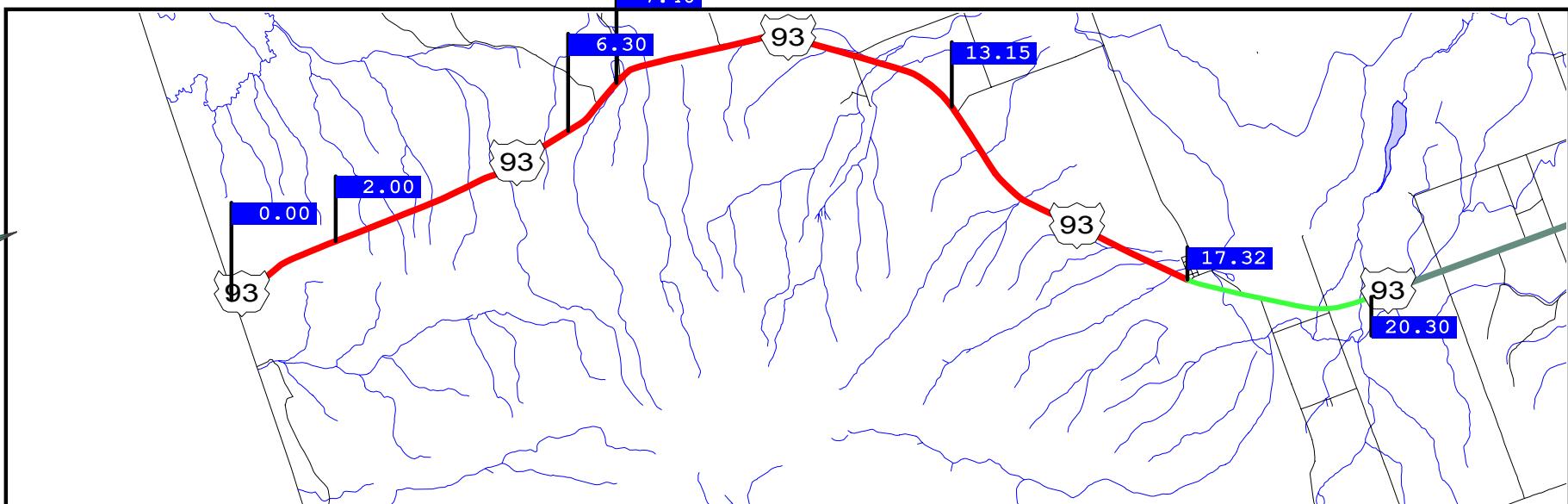
RURAL

MILEPOSTS	0.00 - 8.00	8.00 - 14.82
COUNTY	CASSIA	CASSIA
HIGHWAY DISTRICT #	4	4
FUNCTIONAL CLASS	INTERSTATE	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE	INTERSTATE
RR-XINGS	NO	NO
STRUCTURES	YES	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	8.000	6.818
NUM OF LANES (EXISTING)	4	4
LANES		
WIDTH	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	10	10
MATERIAL TYPE	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	99	76
ADT (CURRENT)	6,200	6,200
ADT (FUTURE) -- 20 YEAR	10,687	10,687
ACCESS CONTROL (CURRENT)	FULL CONTROL	FULL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	MILL INLAY&OVER	MILL INLAY&OVER
YEAR OF IMPROVEMENT	1996	1996
SEAL COAT YEAR	1997	1997
S/N OR D	6.0	5.5
PERCENT TRUCKS--PEAK	25	25
V/C RATIO	0.10	0.10
CRACK/ROUGH/FINAL INDEX	2.4/3.7/3.7	2.4/3.5/3.7

TYPE OF IMPROVEMENT	RESURFACE	RESURFACE
YEAR OF IMPROVEMENT	2003	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$0	\$0
FOR CONSTRUCTION	\$3,040,000	\$2,591,000
TOTAL	\$3,040,000	\$2,591,000
ACCESS CONTROL(FUTURE)	FULL CONTROL	FULL CONTROL
NUM OF LANES(DES.)	4	4

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 2 2 0

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RURAL

	0.00 - 2.00 TWIN FALLS	2.00 - 6.30 TWIN FALLS	6.30 - 7.40 TWIN FALLS	7.40 - 13.15 TWIN FALLS	13.15 - 17.32 TWIN FALLS	17.32 - 20.30 TWIN FALLS
COUNTY	4	4	4	4	4	4
HIGHWAY DISTRICT #	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FUNCTIONAL CLASS	NHS	NHS	NHS	NHS	NHS	NHS
FEDERAL AID SYSTEM	NO	NO	NO	NO	NO	NO
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES						
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	2.000	4.300	1.100	5.754	4.162	2.984
NUM OF LANES (EXISTING)	3	2	3	2	2	4
LANES						
WIDTH	36	24	36	24	24	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	5	7	5	5	5	5
MATERIAL TYPE	BITUMINOUS	COMBINATION	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	3,800	3,800	3,800	3,800	3,800	3,781
ADT (FUTURE) -- 20 YEAR	5,680	5,680	5,680	5,680	5,680	5,652
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	RESURFACE FLEX	RESURFACE FLEX	RESURFACE FLEX	RESURFACE FLEX	RESURFACE FLEX	RESURFACE FLEX
YEAR OF IMPROVEMENT	1969	1969	1969	1969	1969	1969
SEAL COAT YEAR	1993	1993	1993	1993	1993	1993
S/N OR D	4.1	4.1	4.1	4.1	4.1	4.1
PERCENT TRUCKS--PEAK	15	15	15	15	15	15
V/C RATIO	0.23	0.33	0.23	0.34	0.29	0.12
CRACK/ROUGH/FINAL INDEX	2.5/3.3/2.9	2.4/3.3/2.8	2.4/3.5/2.9	2.5/3.5/3.0	2.5/3.6/3.0	5.0/3.5/4.3

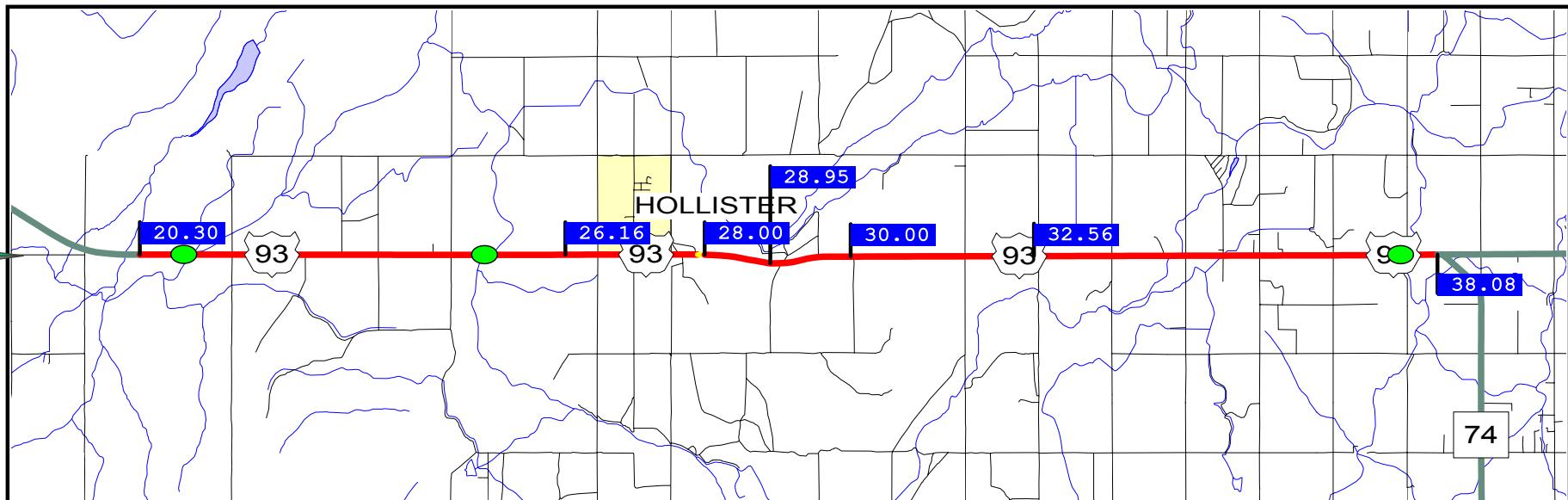
HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT				
YEAR OF IMPROVEMENT	2004	2003	2003	2004	2004
SYSTEM DEFICIENCY:	PSR < RESRF-PSR				
SYSTEM DEFICIENCY:	SHLD WIDTH-R				
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$30,000	\$43,000	\$17,000	\$58,000	\$25,000
FOR CONSTRUCTION	\$1,014,000	\$1,453,000	\$558,000	\$1,945,000	\$1,324,000
TOTAL	\$1,044,000	\$1,496,000	\$575,000	\$2,003,000	\$1,349,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL
NUM OF LANES (DES.)	3	2	3	2	2

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 2 2 0

030215



RURAL

MILEPOSTS	20.30 - 26.16	26.16 - 28.00	28.00 - 28.95	28.95 - 30.00	30.00 - 32.56	32.56 - 38.08
COUNTY	TWIN FALLS	TWIN FALLS	TWIN FALLS	TWIN FALLS	TWIN FALLS	TWIN FALLS
HIGHWAY DISTRICT #	4	4	4	4	4	4
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	NO	NO	NO	NO	YES
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	5.860	1.840	0.947	1.053	2.556	5.525
NUM OF LANES (EXISTING)	2	2	3	2	2	2
LANES	24	24	36	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	COMBINATION	COMBINATION	COMBINATION	COMBINATION	COMBINATION	COMBINATION
SHOULDER	4	4	3	4	4	5
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	COMBINATION	COMBINATION	COMBINATION	COMBINATION	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	3,705	4,229	4,400	4,400	4,360	4,128
ADT (FUTURE) -- 20 YEAR	5,549	6,247	6,487	6,487	6,428	6,027
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1985	1985	1985	1985	1951	1951
SEAL COAT YEAR	1993	1993	1993	1993	1993	1993
S/N OR D	2.4	2.4	2.4	2.4	1.9	1.9
PERCENT TRUCKS--PEAK	16	11	11	11	11	8
V/C RATIO	0.33	0.38	0.27	0.40	0.39	0.37
CRACK/ROUGH/FINAL INDEX	4.0/3.6/3.8	3.5/3.4/3.5	3.5/3.2/3.4	3.5/3.2/3.4	3.5/3.7/3.6	4.0/3.6/3.8

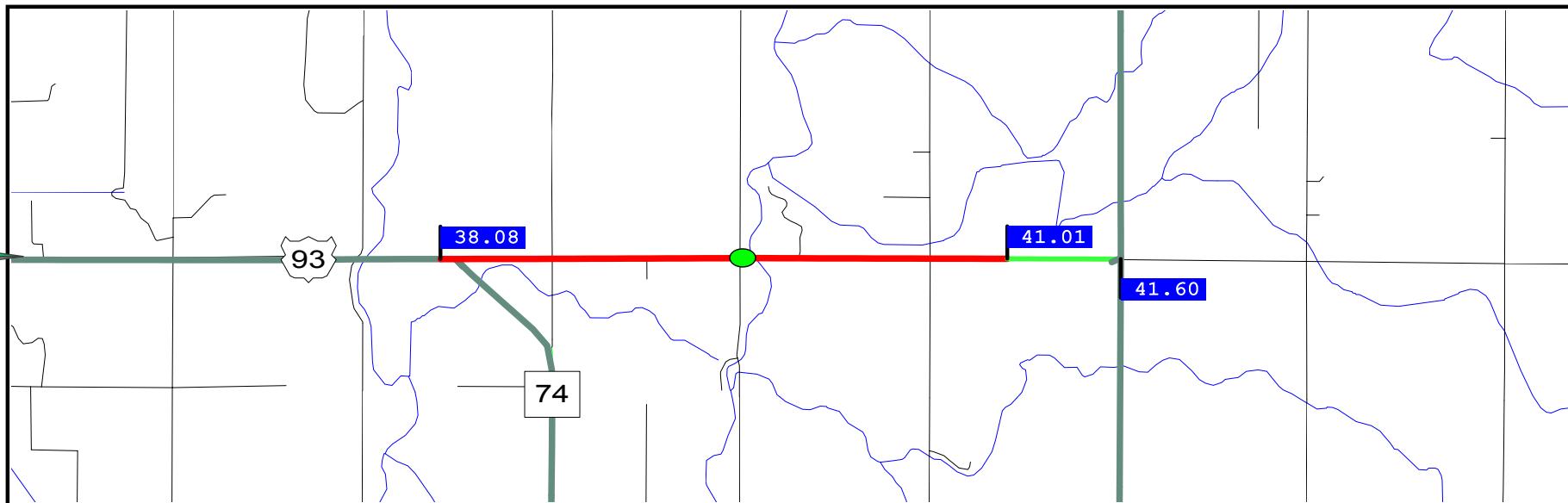
HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT					
YEAR OF IMPROVEMENT	2008	2007	2007	2007	2007	2008
SYSTEM DEFICIENCY:	PSR < RESRF-PSR					
SYSTEM DEFICIENCY:	SHLD WIDTH-R					
COST OF IMPROVEMENT						
FOR ROW AND UTIL	\$59,000	\$18,000	\$14,000	\$11,000	\$26,000	\$55,000
FOR CONSTRUCTION	\$1,981,000	\$622,000	\$480,000	\$356,000	\$864,000	\$1,867,000
TOTAL	\$2,040,000	\$640,000	\$494,000	\$367,000	\$890,000	\$1,922,000
ACCESS CONTROL(FUTURE)	NO CONTROL					
NUM OF LANES(DES.)	2	2	3	2	2	2

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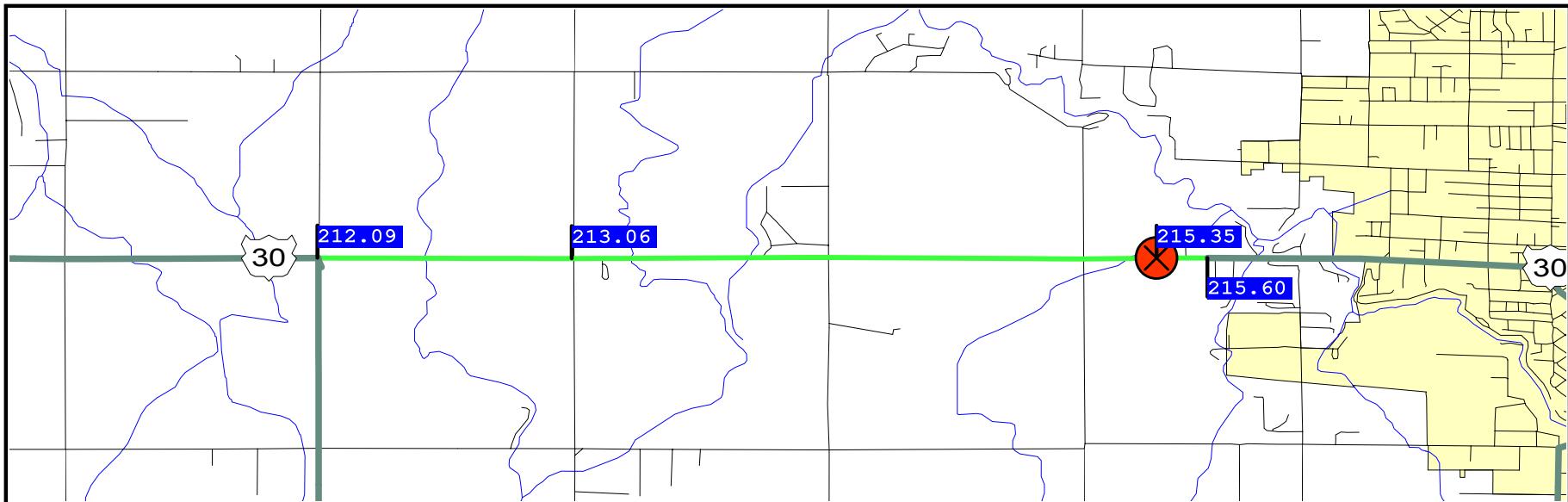
RURAL

MILEPOSTS	38.08 - 41.01	41.01 - 41.60
COUNTY	TWIN FALLS	TWIN FALLS
HIGHWAY DISTRICT #	4	4
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	NO	NO
STRUCTURES	YES	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	2.924	0.595
NUM OF LANES (EXISTING)	2	4
LANES		
WIDTH	24	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	5	8
MATERIAL TYPE	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--
ADT (CURRENT)	3,700	4,100
ADT (FUTURE) -- 20 YEAR	5,455	6,009
ACCESS CONTROL (CURRENT)	NO CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1973	1997
SEAL COAT YEAR	1995	1995
S/N OR D	2.7	4.7
PERCENT TRUCKS--PEAK	11	9
V/C RATIO	0.28	0.13
CRACK/ROUGH/FINAL INDEX	2.4/2.9/2.6	4.8/3.6/4.2

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHOULDER TYPE
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$18,000
FOR CONSTRUCTION	\$930,000
TOTAL	\$948,000
ACCESS CONTROL(FUTURE)	NO CONTROL
NUM OF LANES(DES.)	2

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 0 4 0

030215



RURAL

MILEPOSTS	212.09 - 213.06	213.06 - 215.35	215.35 - 215.60
COUNTY	TWIN FALLS	TWIN FALLS	TWIN FALLS
HIGHWAY DISTRICT #	4	4	4
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS
RR-XINGS	NO	YES	NO
STRUCTURES	NO	NO	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL
SECTION LENGTH	0.970	2.282	0.254
NUM OF LANES (EXISTING)	4	4	4
LANES			
WIDTH	48	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	8	0	7
MATERIAL TYPE	BITUMINOUS	CURBED	BITUMINOUS
MEDIAN WIDTH	--	--	--
ADT (CURRENT)	8,500	9,524	9,800
ADT (FUTURE) -- 20 YEAR	12,337	13,823	14,223
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	NO
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1997	1999	1999
SEAL COAT YEAR	1995	1995	1988
S/N OR D	4.9	5.1	5.7
PERCENT TRUCKS--PEAK	6	6	6
V/C RATIO	0.15	0.23	0.17
CRACK/ROUGH/FINAL INDEX	5.0/3.5/4.3	5.0/3.8/4.4	5.0/3.8/4.4

RR CROSSING NUMBER
TOTAL THROUGH TRAINS
TOT SWITCHING TRAINS
SPEED RANGE
CROSSING SURFACE TYPE
TYPES OF CONTROLS
FLASHING LIGHTS
CANT OVER ROAD
MAST MOUNTED
GATES
SIGNS
REFLECT. XBUCKS
HWY TRAFFIC SIGNAL
WIGWAGS
BELLS
SPEED SELECTION

819197V
7
0
5 TO 40
SECTION TIMBER
4
2
2
0
2
2
0
0
1
NOT APPLICABLE

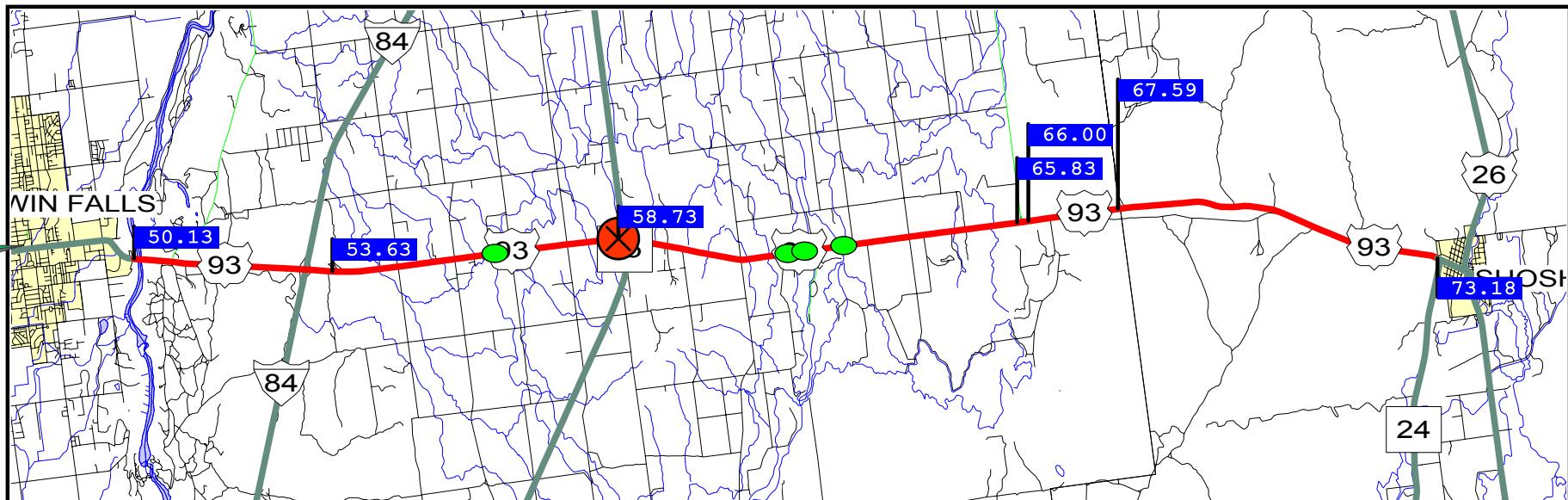
R R C R O S S I N G I M P R O V E M E N T

TYPE OF IMPROVEMENT
YEAR OF IMPROVEMENT
RR XING DEFICIENCY
RR XING DEFICIENCY
COST OF IMPROVEMENT
COST CONTROL
SURFACE
CIRCUITRY
TOTAL (EXCL ADMIN)
ADMINISTRATIVE
TOI CROSSING SURFACE

GRADE SEPARATN
05
LIGHTS/GATES
GRADE SEPARATN
\$5,000,000
\$0
\$0
\$5,000,000
\$250,000
SECTION TIMBER

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 2 2 0

030215



RURAL

MILEPOSTS	50.13 - 53.62	53.63 - 58.73	58.73 - 65.83	65.83 - 66.00	66.00 - 67.59	67.59 - 73.18
COUNTY	JEROME	JEROME	JEROME	JEROME	JEROME	LINCOLN
HIGHWAY DISTRICT #	4	4	4	4	4	4
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	YES	NO	NO	NO	NO
STRUCTURES	YES	YES	YES	NO	NO	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	3.490	5.106	7.099	0.170	1.591	5.593
NUM OF LANES (EXISTING)	4	2	2	2	2	2
LANES	48	24	24	24	24	24
WIDTH	48	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE					
SHOULDER	10	5	10	7	6	8
WIDTH	BITUMINOUS	COMBINATION	BITUMINOUS	BITUMINOUS	BITUMINOUS	COMBINATION
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	19,495	6,403	4,493	4,500	4,500	4,507
ADT (FUTURE) -- 20 YEAR	29,311	9,348	6,572	6,622	6,622	6,632
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	TWO LANES	>= 3 LANES	TWO LANES	TWO LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLANT MIX SEAL	RESURFACE FLEX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1993	1975	1986	1986	1997	1997
SEAL COAT YEAR	1992	1994	1994	1994	1999	1999
S/N OR D	2.6	3.7	2.3	2.3	3.2	3.2
PERCENT TRUCKS--PEAK	8	8	8	10	10	10
V/C RATIO	0.35	0.33	0.25	0.25	0.25	0.25
CRACK/ROUGH/FINAL INDEX	4.5/3.5/4.0	2.6/3.1/2.8	3.7/3.6/3.7	4.8/3.4/4.1	5.0/3.8/4.4	5.0/3.8/4.5

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE	RESURFACE WITH SHLD IMPROVMENT	RESURFACE	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE
YEAR OF IMPROVEMENT	2010	2004	2007	2011	2012	2012
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR SHOULDER TYPE	PSR < RESRF-PSR	PSR < RESRF-PSR SHLD WIDTH-R	PSR < RESRF-PSR	PSR < RESRF-PSR SHLD WIDTH-R
SYSTEM DEFICIENCY:		SHLD WIDTH-R				
SYSTEM DEFICIENCY:						
COST OF IMPROVEMENT						
FOR ROW AND UTIL	\$0	\$51,000	\$0	\$2,000	\$16,000	\$0
FOR CONSTRUCTION	\$1,103,000	\$1,726,000	\$1,164,000	\$57,000	\$538,000	\$917,000
TOTAL	\$1,103,000	\$1,777,000	\$1,164,000	\$59,000	\$554,000	\$917,000
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	4	2	2	2	2	2

RR CROSSING NUMBER
TOTAL THROUGH TRAINS
TOT SWITCHING TRAINS
SPEED RANGE
CROSSING SURFACE TYPE

TYPES OF CONTROLS

FLASHING LIGHTS
MAST MOUNTED
GATES
SIGNS
REFLECT. XBUCKS
HWY TRAFFIC SIGNAL
WIGWAGS
BELLS

SPEED SELECTION

818935F
2
0
5 TO 40
SECTION TIMBER

TYPE OF IMPROVEMENT
YEAR OF IMPROVEMENT
RR XING DEFICIENCY
COST OF IMPROVEMENT
COST CONTROL
SURFACE
CIRCUITRY
TOTAL (EXCL ADMIN)
ADMINISTRATIVE
TOI CROSSING SURFACE

NOT APPLICABLE

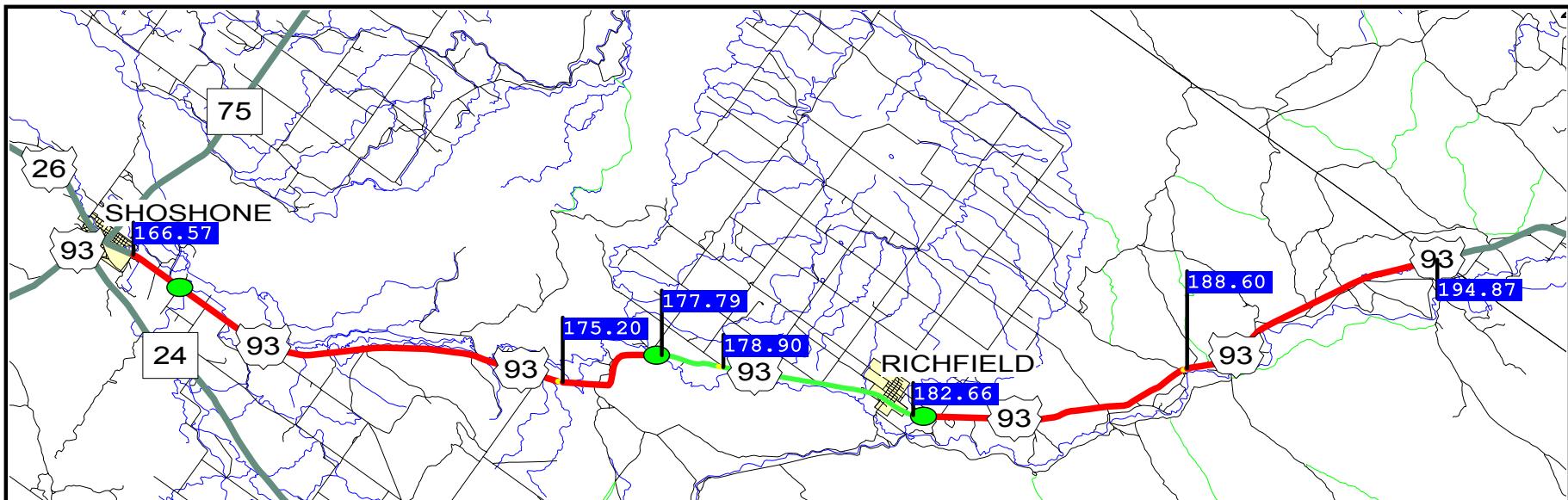
R R C R O S S I N G I M P R O V E M E N T

LIGHTS/GATES
00
LIGHTS/GATES

\$250,000
\$60,000
\$0
\$310,000
\$15,500
RUBBER

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 2 4 0

030215



RURAL

	166.57 - 175.20 LINCOLN	175.20 - 177.79 LINCOLN	177.79 - 178.90 LINCOLN	178.90 - 182.66 LINCOLN	182.66 - 188.60 LINCOLN	188.60 - 194.87 LINCOLN
COUNTY	4	4	4	4	4	4
HIGHWAY DISTRICT #	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FUNCTIONAL CLASS	NHS	NHS	NHS	NHS	NHS	NHS
FEDERAL AID SYSTEM	NO	NO	NO	NO	NO	NO
RR-XINGS	YES	YES	NO	NO	YES	NO
STRUCTURES	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING	RURAL-ROLLING
TERRAIN TYPE	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	8.632	2.590	1.110	3.760	5.940	6.266
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	24	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	COMBINATION	COMBINATION	COMBINATION	COMBINATION	COMBINATION	COMBINATION
SHOULDER	3	3	6	2	2	4
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	COMBINATION	COMBINATION	COMBINATION	COMBINATION	COMBINATION	COMBINATION
MEDIAN WIDTH	.	.	.	.	.	.
ADT (CURRENT)	1,495	1,526	1,600	1,425	819	830
ADT (FUTURE) -- 20 YEAR	2,208	2,250	2,359	2,101	1,227	1,243
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	NW CONS/RCN FLX	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1993	1993	1990	1996	1977	1977
SEAL COAT YEAR	1996	1996	1996	1996	1994	1994
S/N OR D	3.2	3.0	2.9	3.8	3.3	3.3
PERCENT TRUCKS--PEAK	12	11	11	11	16	16
V/C RATIO	0.15	0.15	0.12	0.12	0.09	0.08
CRACK/ROUGH/FINAL INDEX	3.9/3.3/3.6	3.4/3.2/3.3	5.0/3.7/4.4	4.4/3.3/3.9	2.4/2.4/2.4	2.4/3.1/2.7

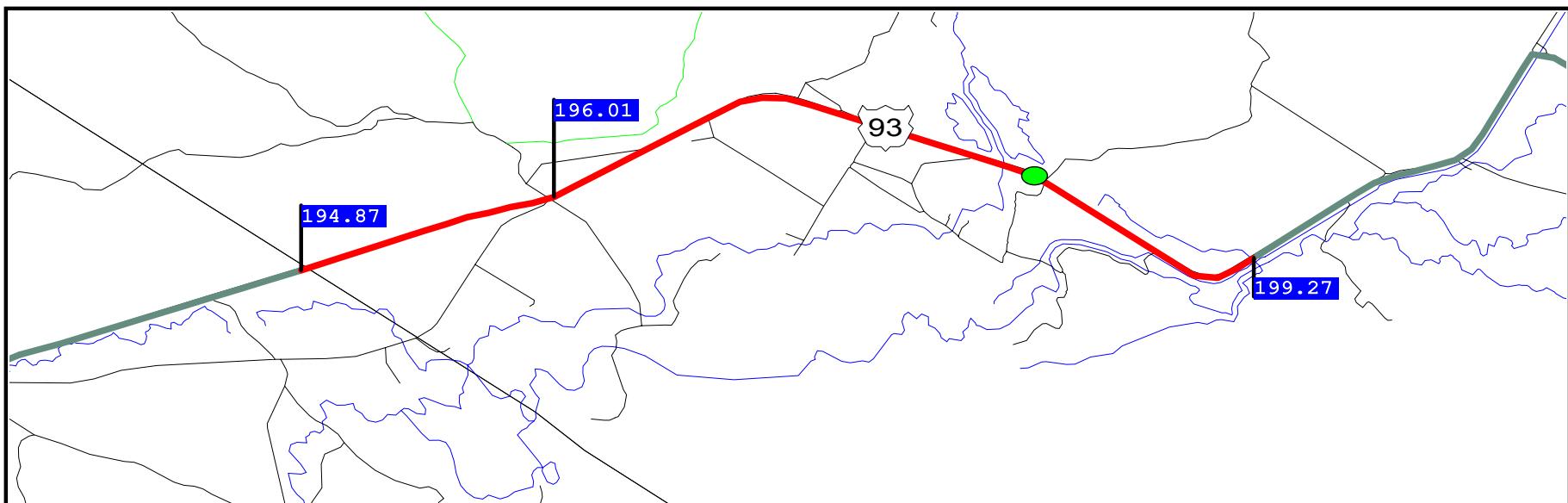
HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURF W/SHLD/R IMPROVE & ALIGN	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2014	2009	2003	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	HORIZ ALIGNMENT	SHLD WIDTH-R	SHLD WIDTH-R
SYSTEM DEFICIENCY:		SHLD WIDTH-R		
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$86,000	\$135,000	\$59,000	\$63,000
FOR CONSTRUCTION	\$2,918,000	\$1,647,000	\$2,008,000	\$2,118,000
TOTAL	\$3,004,000	\$1,782,000	\$2,067,000	\$2,181,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL
NUM OF LANES(DES.)	2	2	2	2

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 2 4 0

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RURAL



MILEPOSTS	194.87 - 196.01	196.01 - 199.27
COUNTY	BLAINE	BLAINE
HIGHWAY DISTRICT #	4	4
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	NO	NO
STRUCTURES	NO	YES
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	1.142	3.262
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	3	4
MATERIAL TYPE	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--
ADT (CURRENT)	830	825
ADT (FUTURE) -- 20 YEAR	1,243	1,233
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1977	1988
SEAL COAT YEAR	1994	1994
S/N OR D	4.0	2.1
PERCENT TRUCKS--PEAK	16	16
V/C RATIO	0.08	0.08
CRACK/ROUGH/FINAL INDEX	3.2/3.0/3.1	4.3/3.6/4.0

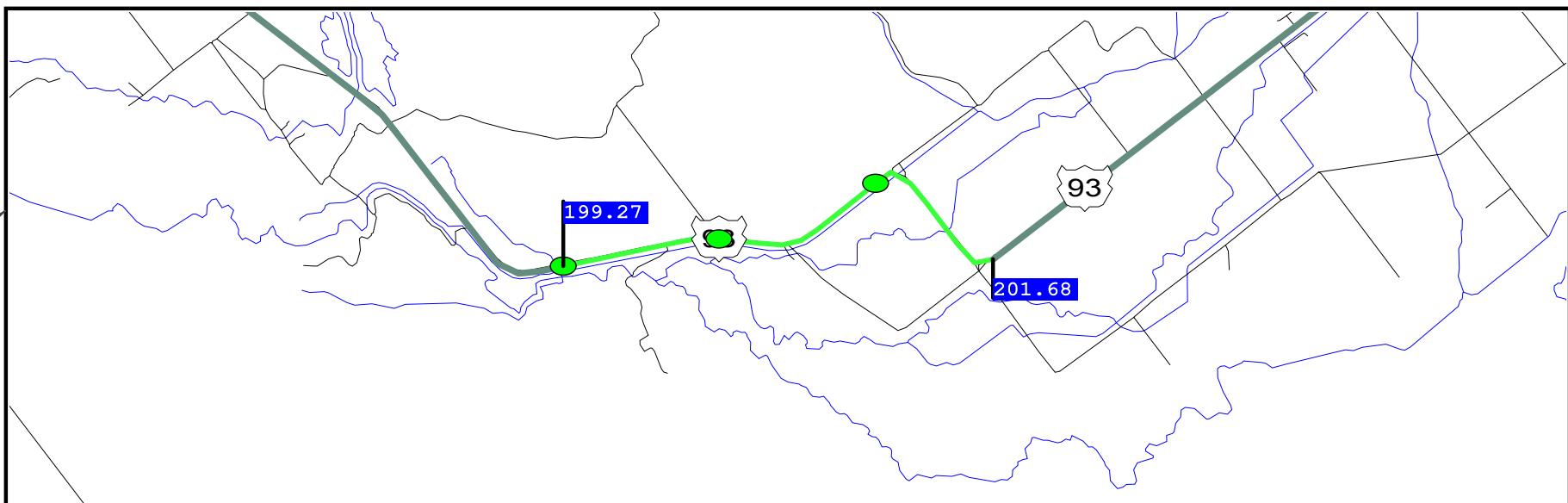
HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2008	2009
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$11,000	\$33,000
FOR CONSTRUCTION	\$386,000	\$1,103,000
TOTAL	\$397,000	\$1,136,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2

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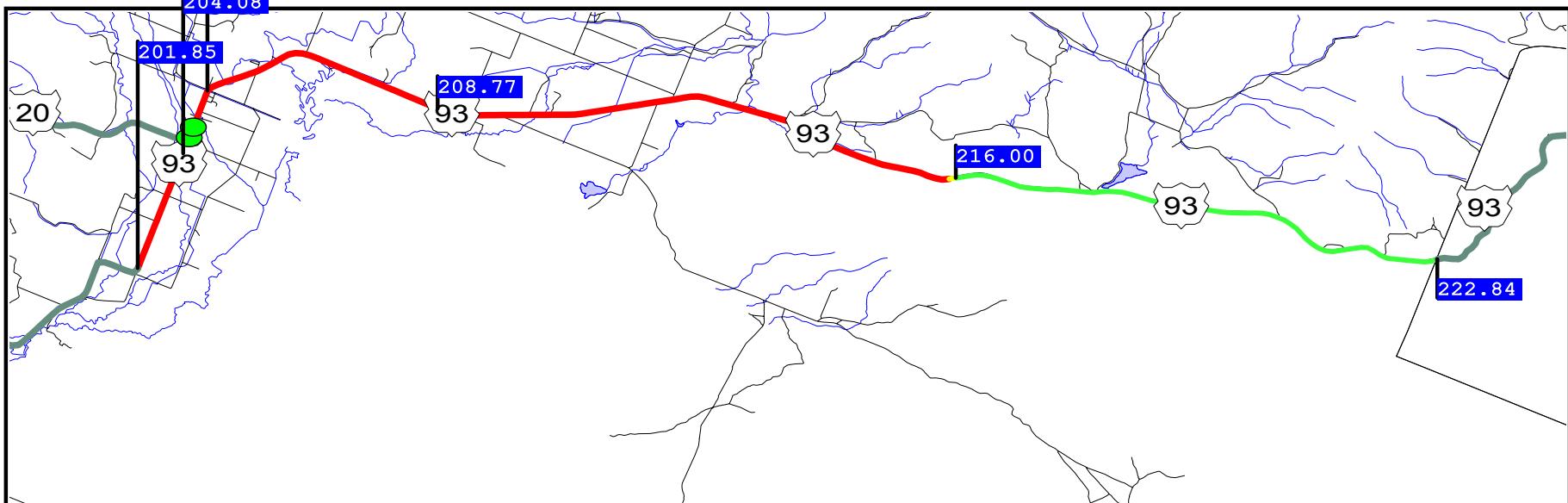


RURAL

MILEPOSTS	199.27 - 201.68
COUNTY	BLAINE
HIGHWAY DISTRICT #	4
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	YES
TERRAIN TYPE	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	2.414
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	4
MATERIAL TYPE	COMBINATION
MEDIAN WIDTH	--
ADT (CURRENT)	840
ADT (FUTURE) -- 20 YEAR	1,260
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1987
SEAL COAT YEAR	1989
S/N OR D	3.8
PERCENT TRUCKS--PEAK	17
V/C RATIO	0.07
CRACK/ROUGH/FINAL INDEX	4.7/3.2/4.0

205.20 P M S S T U D Y F O R R O A D S E G M E N T : 002240

030215



RURAL

MILEPOSTS	201.85 - 204.08	204.08 - 205.20	205.20 - 208.77	208.77 - 216.00	216.00 - 222.84
COUNTY	BLAINE	BLAINE	BLAINE	BLAINE	BLAINE
HIGHWAY DISTRICT #	4	4	4	4	4
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO
STRUCTURES	NO	YES	NO	NO	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	2.230	1.120	3.571	7.229	6.835
NUM OF LANES (EXISTING)	2	2	2	2	2
LANES					
WIDTH	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE				
SHOULDER					
WIDTH	4	8	5	3	3
MATERIAL TYPE	COMBINATION	COMBINATION	COMBINATION	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--	--	--	--
ADT (CURRENT)	1,129	2,106	1,182	1,100	1,100
ADT (FUTURE) -- 20 YEAR	1,681	3,099	1,767	1,647	1,647
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	TWO LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1988	1940	1978	1978	1996
SEAL COAT YEAR	1989	----	----	1997	1997
S/N OR D	2.1	1.7	2.4	2.5	3.0
PERCENT TRUCKS--PEAK	14	10	15	16	16
V/C RATIO	0.09	0.16	0.09	0.11	0.11
CRACK/ROUGH/FINAL INDEX	4.8/3.6/4.2	2.9/3.3/3.1	4.0/3.8/3.9	4.4/3.7/4.1	5.0/3.7/4.4

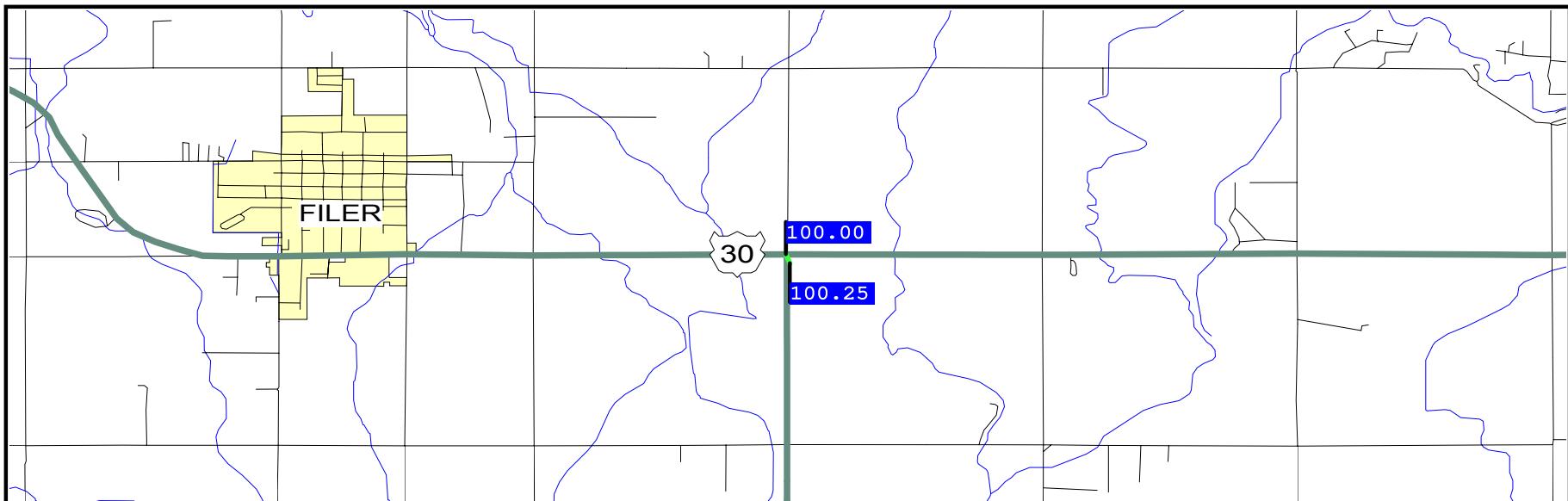
HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT	RESURF W/SHLDR IMPROVE & ALIGN	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2011	2005	2008	2010
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHOULDER TYPE	SHOULDER TYPE	HORIZ ALIGNMENT	SHLD WIDTH-R
SYSTEM DEFICIENCY:	SHLD WIDTH-R		SHOULDER TYPE	SHLD WIDTH-R
SYSTEM DEFICIENCY:				
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$13,000	\$7,000	\$136,000	\$72,000
FOR CONSTRUCTION	\$709,000	\$356,000	\$1,943,000	\$2,443,000
TOTAL	\$722,000	\$363,000	\$2,079,000	\$2,515,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2	2

H P M S S T U D Y F O R R O A D S E G M E N T : 017876

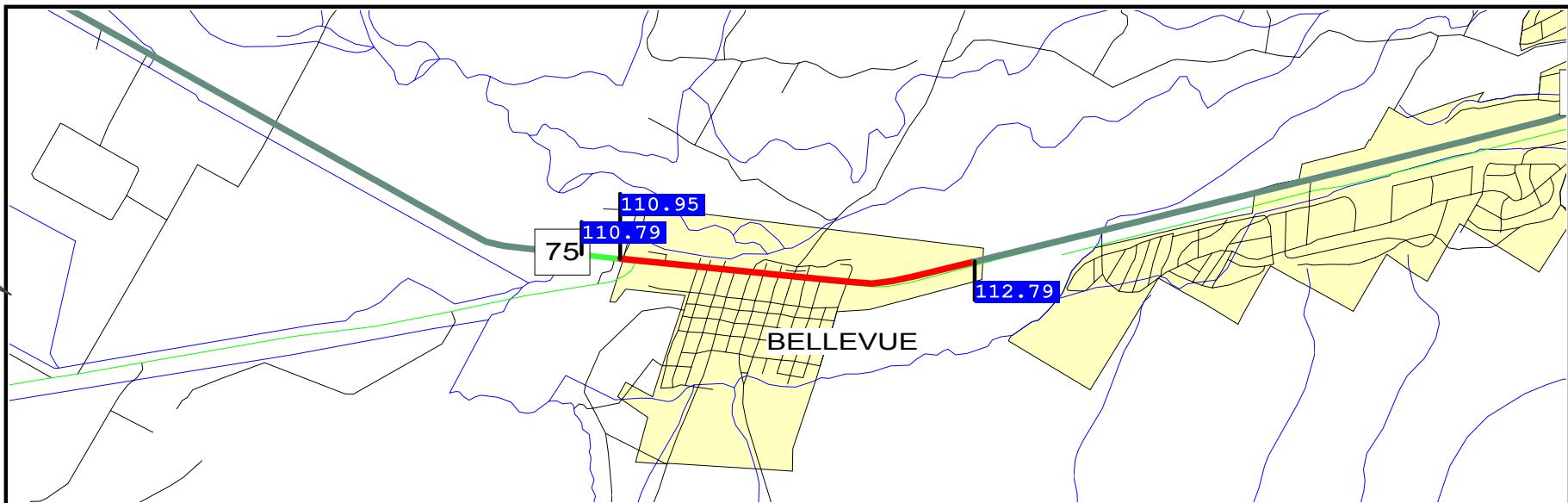
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RURAL

MILEPOSTS	100.00 - 100.25
COUNTY	TWIN FALLS
HIGHWAY DISTRICT #	4
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	YES
TERRAIN TYPE	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	0.246
NUM OF LANES (EXISTING)	4
LANES	
WIDTH	48
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	6
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
ADT (CURRENT)	2,300
ADT (FUTURE) -- 20 YEAR	2,784
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NO INFORMATION
YEAR OF IMPROVEMENT	0000
SEAL COAT YEAR	----
S/N OR D	2.5
PERCENT TRUCKS--PEAK	0
V/C RATIO	0.04
CRACK/ROUGH/FINAL INDEX	5.0/3.8/4.4

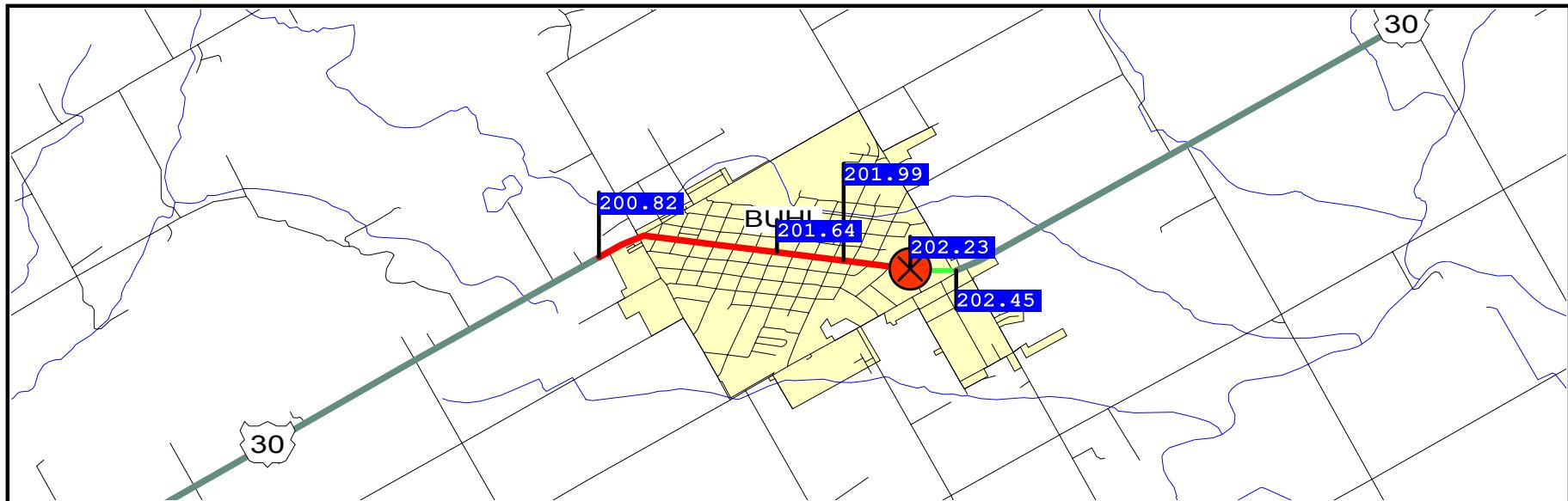
URBAN



URBAN

	110.79 - 110.95	110.95 - 112.79
COUNTY	BLAINE	BLAINE
URBAN AREA	BELLEVUE	BELLEVUE
HIGHWAY DISTRICT #	4	4
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS
RR-XINGS	NO	NO
STRUCTURES	NO	NO
URBAN LOCATION	CENTRAL BUS DIS	CENTRAL BUS DIS
SECTION LENGTH	0.161	1.841
NUM OF LANES (EXISTING)	2	4
LANES		
WIDTH	24	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	4	NA
MATERIAL TYPE	COMBINATION	CURBED
MEDIAN WIDTH	--	--
PARKING	NONE	BOTH SIDES
ADT (CURRENT)	6,511	10,443
ADT (FUTURE) -- 20 YEAR	12,130	19,418
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	ONE LANE
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1997	1991
SEAL COAT YEAR	1988	1988
S/N OR D	3.3	3.1
PERCENT TRUCKS--PEAK	4	3
V/C RATIO	0.39	0.19
CRACK/ROUGH/FINAL INDEX	4.8/3.8/4.4	2.9/3.4/3.1

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2008
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$1,200,000
TOTAL	\$1,200,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	4



URBAN

	200.82 - 201.64 TWIN FALLS	201.64 - 201.99 TWIN FALLS	201.99 - 202.23 TWIN FALLS	202.23 - 202.45 TWIN FALLS
COUNTY	BUHL	BUHL	BUHL	BUHL
URBAN AREA	4	4	4	4
HIGHWAY DISTRICT #	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	YES	NO
STRUCTURES	NO	NO	NO	NO
URBAN LOCATION	RESIDENTIAL	CENTRAL BUS DIS	FRINGE	FRINGE
SECTION LENGTH	0.824	0.355	0.239	0.213
NUM OF LANES (EXISTING)	2	2	2	2
LANES	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE				
SHOULDER	NA	NA	6 COMBINATION	0
WIDTH	CURBED	CURBED		CURBED
MATERIAL TYPE				
MEDIAN WIDTH	--	--	--	--
PARKING	BOTH SIDES	BOTH SIDES	NONE	NONE
ADT (CURRENT)	4,100	4,917	6,400	6,962
ADT (FUTURE) -- 20 YEAR	5,003	6,000	7,809	8,478
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.
PAVEMENT IMPROVEMENT	RESURFACE FLEX	RESURFACE FLEX	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1990	1990	1990	1997
SEAL COAT YEAR	2000	1992	1992	1992
S/N OR D	4.3	3.2	2.6	3.8
PERCENT TRUCKS--PEAK	3	3	3	2
V/C RATIO	0.47	0.19	0.32	0.38
CRACK/ROUGH/FINAL INDEX	3.5/2.7/3.2	3.6/2.0/2.9	4.0/1.8/3.1	5.0/2.5/3.9

HIGHWAY IMPROVEMENT #1

PAGE 4

TYPE OF IMPROVEMENT	RESURFACE 2013	RESURFACE 2014	RESURFACE 2012
YEAR OF IMPROVEMENT	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:			
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$0	\$0	\$0
FOR CONSTRUCTION	\$191,000	\$116,000	\$78,000
TOTAL	\$191,000	\$116,000	\$78,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2	2

RR CROSSING NUMBER
 TOTAL THROUGH TRAINS
 TOT SWITCHING TRAINS
 SPEED RANGE
 CROSSING SURFACE TYPE
 TYPES OF CONTROLS
 FLASHING LIGHTS
 CANT NOT OVR ROAD
 MAST MOUNTED
 GATES
 SIGNS
 REFLECT. XBUCKS
 HWY TRAFFIC SIGNAL
 WIGWAGS
 BELLS
 SPEED SELECTION

819225W
 7
 0
 5 TO 35
 RUBBER

TYPE OF IMPROVEMENT
 YEAR OF IMPROVEMENT
 RR XING DEFICIENCY
 COST OF IMPROVEMENT
 COST CONTROL
 SURFACE
 CIRCUITRY
 TOTAL (EXCL ADMIN)
 ADMINISTRATIVE
 TOI CROSSING SURFACE

NOT APPLICABLE

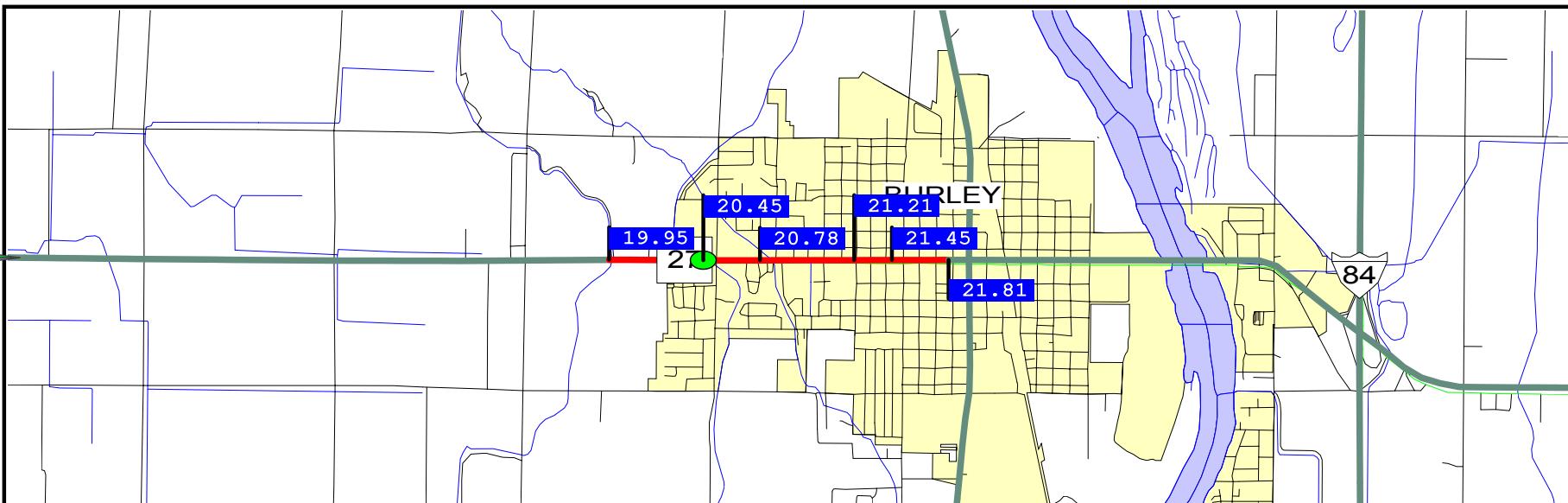
R R C R O S S I N G I M P R O V E M E N T

LIGHTS/GATES
 00
 LIGHTS/GATES

 \$250,000
 \$0
 \$0
 \$250,000
 \$12,500
 RUBBER

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 2 9 0

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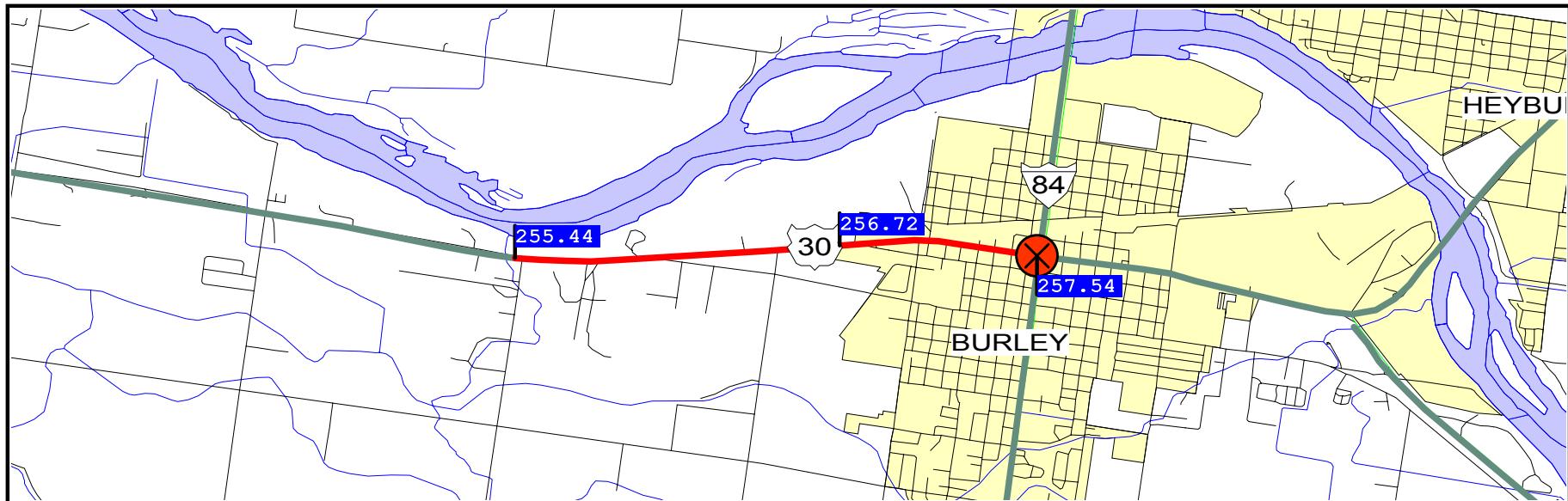
URBAN

	19.95 - 20.45	20.45 - 20.78	20.78 - 21.21	21.21 - 21.45	21.45 - 21.81
MILEPOSTS					
COUNTY	CASSIA	CASSIA	CASSIA	CASSIA	CASSIA
URBAN AREA	BURLEY	BURLEY	BURLEY	BURLEY	BURLEY
HIGHWAY DISTRICT #	4	4	4	4	4
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO
URBAN LOCATION	CENTRAL BUS DIS	CENTRAL BUS DIS	CENTRAL BUS DIS	CENTRAL BUS DIS	CENTRAL BUS DIS
SECTION LENGTH	0.502	0.332	0.430	0.239	0.358
NUM OF LANES (EXISTING)	2	4	4	4	4
LANES					
WIDTH	24	48	48	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER					
WIDTH	2	0	0	NA	NA
MATERIAL TYPE	COMBINATION	CURBED	CURBED	CURBED	CURBED
MEDIAN WIDTH	--	--	--	--	--
PARKING	NONE	NONE	NONE	BOTH SIDES	BOTH SIDES
ADT (CURRENT)	4,800	8,300	13,626	14,000	14,000
ADT (FUTURE) -- 20 YEAR	5,915	10,939	17,959	18,451	18,451
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	ONE LANE	NO	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.
PAVEMENT IMPROVEMENT	ROAD MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1971	1990	1990	1990	1990
SEAL COAT YEAR	1988	1972	1972	1972	1972
S/N OR D	2.3	4.2	4.2	4.2	4.2
PERCENT TRUCKS--PEAK	7	4	6	6	6
V/C RATIO	0.17	0.13	0.21	0.48	0.21
CRACK/ROUGH/FINAL INDEX	1.5/3.1/2.2	2.6/2.8/2.7	2.4/2.7/2.5	2.8/2.8/2.8	2.8/2.7/2.8

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	PAVEMNT-RECONST	RESURFACE	RESURFACE	RESURFACE	RESURFACE
YEAR OF IMPROVEMENT	2003	2004	2003	2005	2005
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	PSR < RECON-PSR				
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$0	\$0	\$0	\$0	\$0
FOR CONSTRUCTION	\$649,000	\$216,000	\$280,000	\$156,000	\$233,000
TOTAL	\$649,000	\$216,000	\$280,000	\$156,000	\$233,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	4	4	4	4



URBAN

MILEPOSTS	255.44 - 256.72	256.72 - 257.54
COUNTY	CASSIA	CASSIA
URBAN AREA	BURLEY	BURLEY
HIGHWAY DISTRICT #	4	4
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	NO	YES
STRUCTURES	NO	NO
URBAN LOCATION	OUTLYNG BUS DIS	OUTLYNG BUS DIS
SECTION LENGTH	1.274	0.822
NUM OF LANES (EXISTING)	2	4
LANES		
WIDTH	24	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	8	NA
MATERIAL TYPE	BITUMINOUS	CURBED
MEDIAN WIDTH	--	--
PARKING	NONE	BOTH SIDES
ADT (CURRENT)	6,676	6,722
ADT (FUTURE) -- 20 YEAR	8,342	8,383
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	ONE LANE
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1970	1990
SEAL COAT YEAR	1996	----
S/N OR D	3.4	4.2
PERCENT TRUCKS--PEAK	12	12
V/C RATIO	0.71	0.60
CRACK/ROUGH/FINAL INDEX	4.5/3.8/4.2	2.4/2.7/2.5

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE	RESURFACE
YEAR OF IMPROVEMENT	2010	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$0	\$0
FOR CONSTRUCTION	\$415,000	\$536,000
TOTAL	\$415,000	\$536,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	4

RR CROSSING NUMBER
 TOTAL THROUGH TRAINS
 TOT SWITCHING TRAINS
 SPEED RANGE
 CROSSING SURFACE TYPE
 TYPES OF CONTROLS

812339K
 1
 0
 3 TO 20
 ASPHALT

FLASHING LIGHTS
 CANT OVER ROAD
 MAST MOUNTED
 GATES
 SIGNS
 REFLECT. XBUCKS
 HWY TRAFFIC SIGNAL
 WIGWAGS
 BELLS
 SPEED SELECTION

4
 2
 2
 0
 2
 2
 0
 0
 2

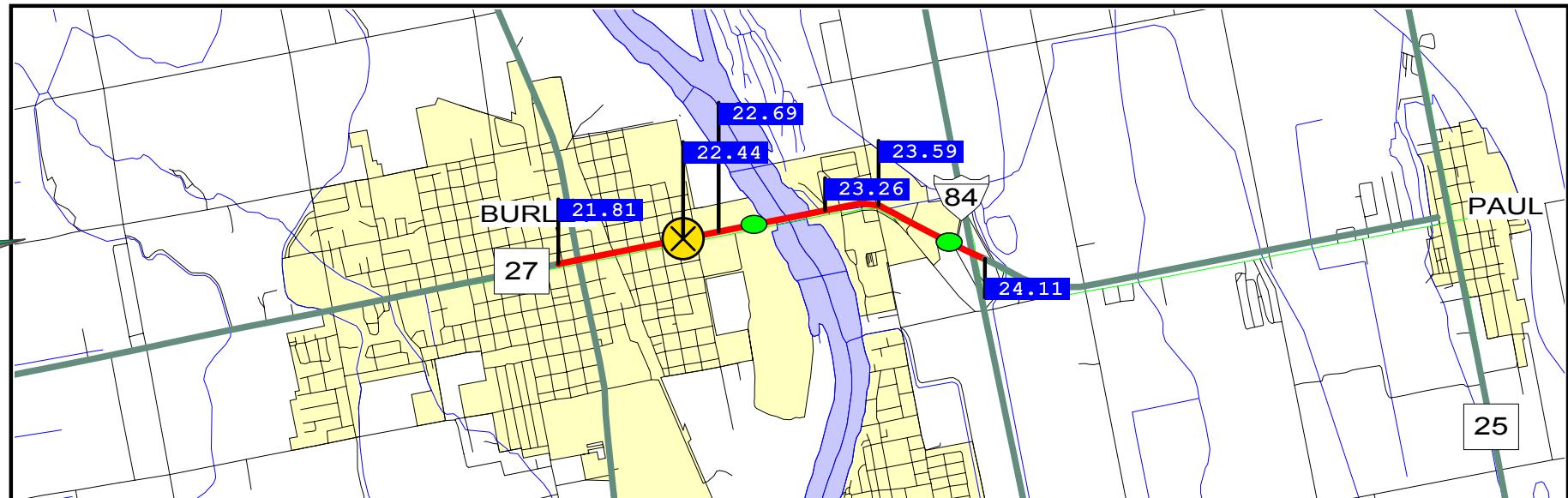
NOT APPLICABLE

R R C R O S S I N G I M P R O V E M E N T

TYPE OF IMPROVEMENT
 YEAR OF IMPROVEMENT
 RR XING DEFICIENCY
 COST OF IMPROVEMENT
 COST CONTROL
 SURFACE
 CIRCUITRY
 TOTAL (EXCL ADMIN)
 ADMINISTRATIVE
 TOI CROSSING SURFACE

CHANGE SURFACE
 00
 SURFACE

 \$0
 \$120,000
 \$0
 \$120,000
 \$6,000
 RUBBER



URBAN

	21.81 - 22.44	22.44 - 22.69	22.69 - 23.26	23.26 - 23.59	23.59 - 24.11
COUNTY	CASSIA	CASSIA	CASSIA	MINIDOKA	MINIDOKA
URBAN AREA	BURLEY	BURLEY	BURLEY	BURLEY	BURLEY
HIGHWAY DISTRICT #	4	4	4	4	4
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS
RR-XINGS	YES	NO	NO	NO	NO
STRUCTURES	NO	NO	YES	NO	YES
URBAN LOCATION	FRINGE	FRINGE	FRINGE	OUTLYNG BUS DIS	OUTLYNG BUS DIS
SECTION LENGTH	0.633	0.250	0.566	0.334	0.516
NUM OF LANES (EXISTING)	4	4	4	4	4
LANES					
WIDTH	48	48	48	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	MIXED BITUMNOUS
SHOULDER					
WIDTH	NA	0	0	0	8
MATERIAL TYPE	CURBED	CURBED	CURBED	CURBED	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	18
PARKING	BOTH SIDES	NONE	NONE	NONE	NONE
ADT (CURRENT)	19,090	21,000	21,000	17,869	14,479
ADT (FUTURE) -- 20 YEAR	25,160	27,677	27,677	23,551	19,083
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	NO	NO	ONE LANE	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	NW CONS/RCN FLX	PLNT MIX OVLAY	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1990	1990	1964	1999	1964
SEAL COAT YEAR	----	----	2002	2002	2002
S/N OR D	4.2	4.2	2.1	3.3	3.4
PERCENT TRUCKS--PEAK	6	5	4	3	5
V/C RATIO	0.49	0.39	0.39	0.42	0.45
CRACK/ROUGH/FINAL INDEX	2.7/2.4/2.6	2.7/2.7/2.7	5.0/2.8/4.0	4.7/2.8/3.8	5.0/3.0/4.1

HIGHWAY IMPROVEMENT #1

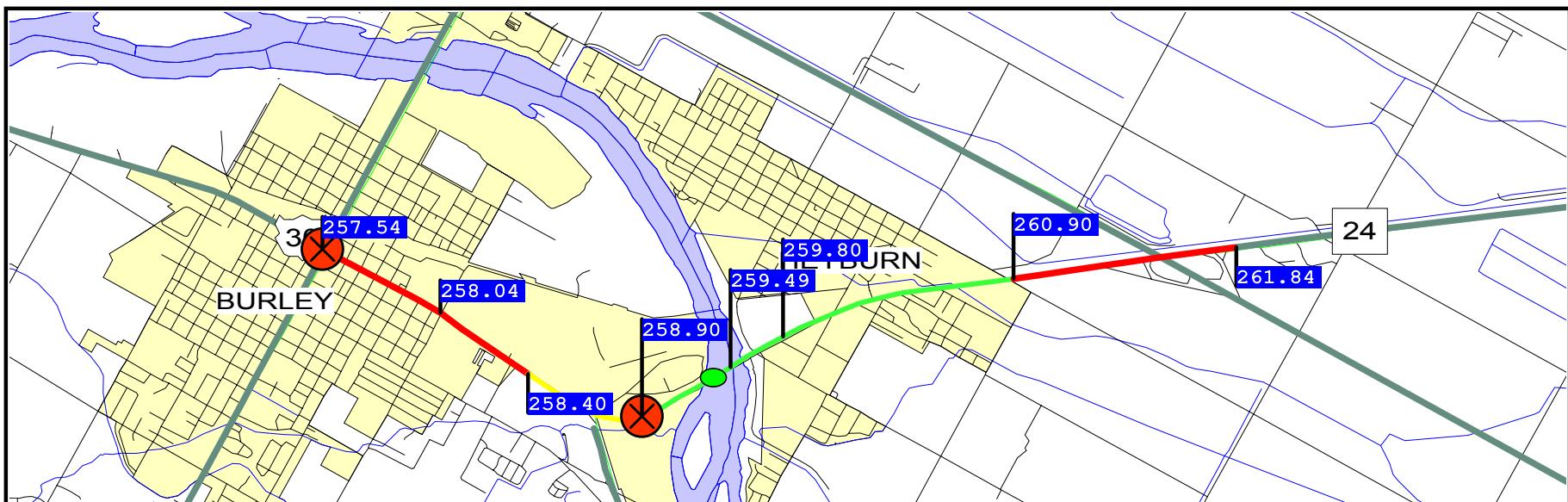
PAGE 14

TYPE OF IMPROVEMENT	RESURFACE	RESURFACE	RESURFACE	RESURFACE	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2005	2005	2011	2013	2011
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:					SHLD WIDTH-R
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$0	\$0	\$0	\$0	\$50,000
FOR CONSTRUCTION	\$413,000	\$163,000	\$369,000	\$218,000	\$952,000
TOTAL	\$413,000	\$163,000	\$369,000	\$218,000	\$1,002,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
NUM OF LANES(DES.)	4	4	4	4	4

RR CROSSING NUMBER	819064D
TOTAL THROUGH TRAINS	7
TOT SWITCHING TRAINS	0
SPEED RANGE	5 TO 20
CROSSING SURFACE TYPE	RUBBER
TYPES OF CONTROLS	
FLASHING LIGHTS	4
CANT OVER ROAD	2
MAST MOUNTED	2
GATES	2
RED/WHITE REFLCT.	2
SIGNS	2
REFLECT. XBUCKS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	2
SPEED SELECTION	YES

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 0 4 0

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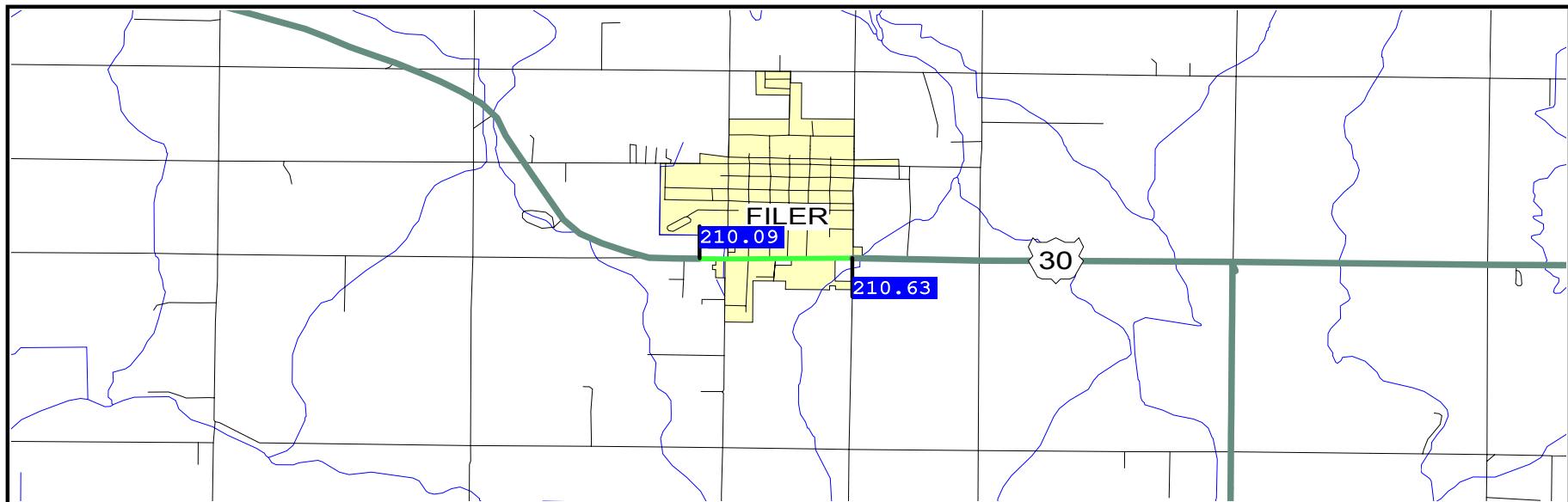
URBAN

	257.54 - 258.04	258.04 - 258.40	258.90 - 259.49	259.49 - 259.80	259.80 - 260.90	260.90 - 261.84
COUNTY	CASSIA	CASSIA	CASSIA	MINIDOKA	MINIDOKA	MINIDOKA
URBAN AREA	BURLEY	BURLEY	BURLEY	BURLEY	BURLEY	BURLEY
HIGHWAY DISTRICT #	4	4	4	4	4	4
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	YES	NO	NO	YES
URBAN LOCATION	CENTRAL BUS DIS	FRINGE	RURAL IN CHAR.	OUTLYNG BUS DIS	OUTLYNG BUS DIS	OUTLYNG BUS DIS
SECTION LENGTH	0.500	0.366	0.592	0.306	1.101	0.941
NUM OF LANES (EXISTING)	4	4	4	4	4	4
LANES	48	48	48	48	48	48
MATERIAL TYPE	HIGH FLEXIBLE					
SHOULDER	NA	0	0	0	0	8
WIDTH	CURBED	CURBED	CURBED	CURBED	CURBED	BITUMINOUS
MATERIAL TYPE	BOTH SIDES	NONE	NONE	NONE	NONE	NONE
PARKING	12,000	15,000	14,000	10,442	9,926	11,000
ADT (CURRENT)	14,759	18,485	17,184	12,945	12,281	13,502
ADT (FUTURE) -- 20 YEAR	NO CONTROL	PARTIAL CONTROL				
ACCESS CONTROL (CURRENT)	TWO LANES	TWO LANES	TWO LANES	ONE LANE	ONE LANE	TWO LANES
WIDENING FEASIBLE?	.	.	.	.	.	.
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	COLD IN PL W/OV	COLD IN PL W/OV	COLD IN PL W/OV	COLD IN PL W/OV
YEAR OF IMPROVEMENT	1990	1990	1995	1995	1995	1995
SEAL COAT YEAR	----	----	----	----	----	----
S/N OR D	4.2	4.2	3.9	3.9	4.1	3.7
PERCENT TRUCKS--PEAK	6	7	6	9	9	6
V/C RATIO	0.59	1.18	0.23	0.82	0.78	0.87
CRACK/ROUGH/FINAL INDEX	2.1/2.7/2.4	2.2/2.4/2.3	5.0/2.8/4.0	5.0/2.3/3.8	4.7/3.5/4.1	4.5/3.3/4.1

HIGHWAY IMPROVEMENT #1

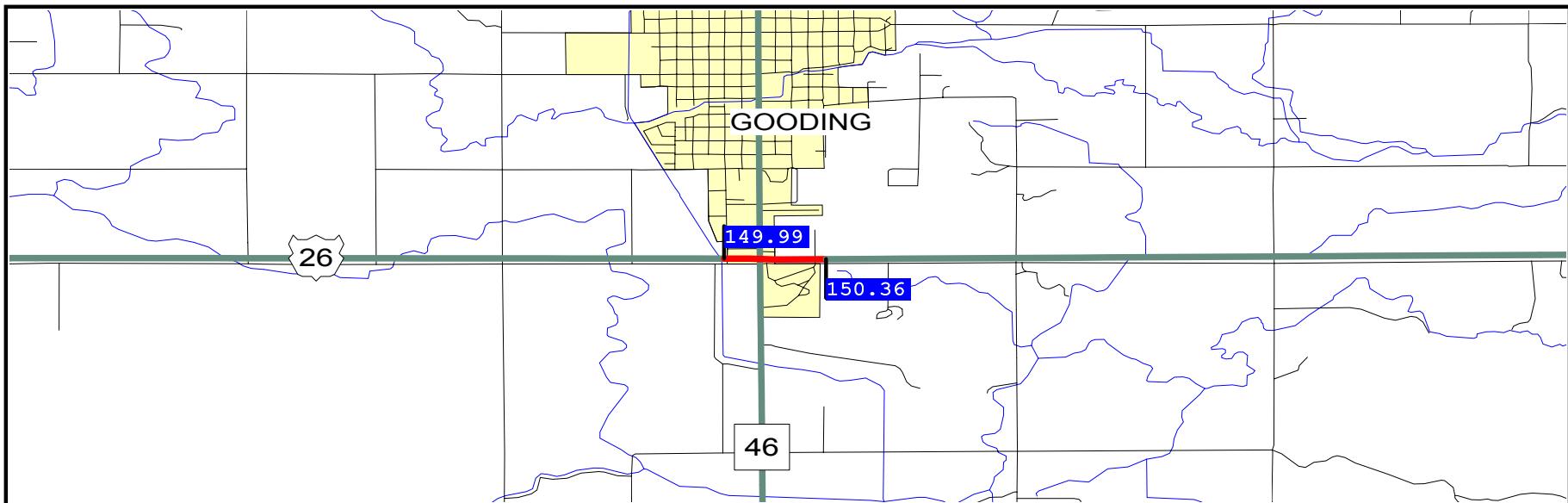
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TYPE OF IMPROVEMENT	RESURFACE	MAJOR-WIDENING	MAJOR-WIDENING
YEAR OF IMPROVEMENT	2003	2003	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	VOLUME/CAPACITY	VOLUME/CAPACITY
SYSTEM DEFICIENCY:		NUMBER OF LANES	NUMBER OF LANES
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$0	\$203,000	\$523,000
FOR CONSTRUCTION	\$326,000	\$362,000	\$932,000
TOTAL	\$326,000	\$565,000	\$1,455,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	PARTIAL CONTROL
NUM OF LANES (DES.)	4	6	6



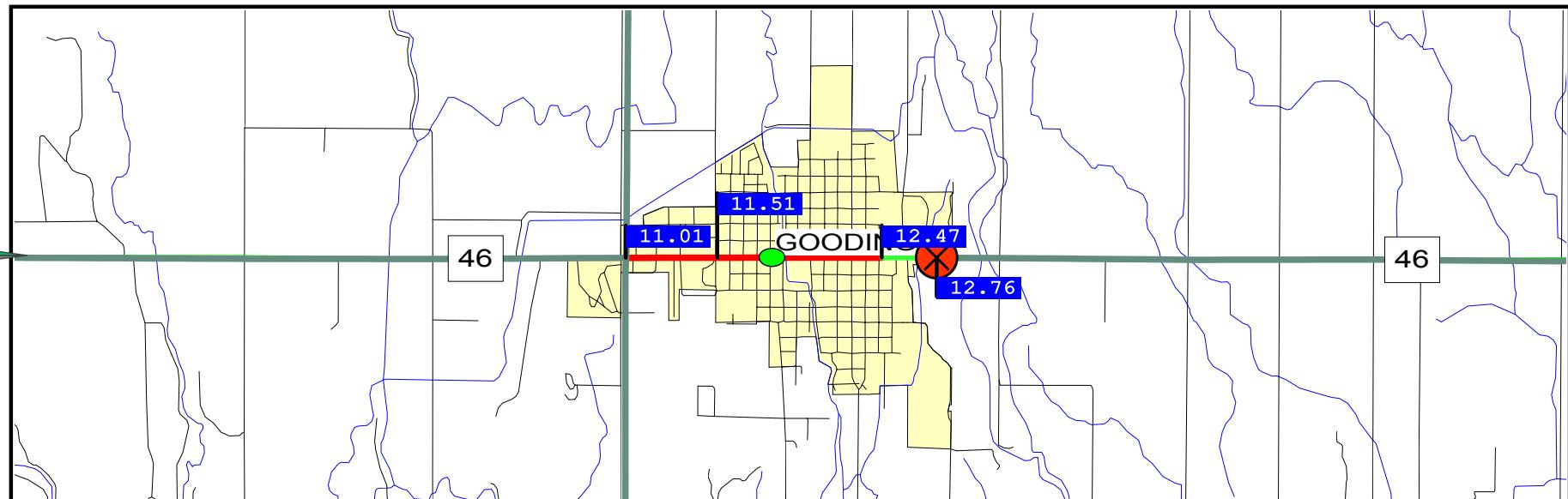
URBAN

MILEPOSTS 210.09 - 210.62
 COUNTY TWIN FALLS
 URBAN AREA FILER
 HIGHWAY DISTRICT # 4
 FUNCTIONAL CLASS MINOR ARTERIAL
 FEDERAL AID SYSTEM NON-NHS
 RR-XINGS NO
 STRUCTURES NO
 URBAN LOCATION RESIDENTIAL
 SECTION LENGTH 0.539
 NUM OF LANES (EXISTING) 4
 LANES
 WIDTH 48
 MATERIAL TYPE HIGH FLEXIBLE
 SHOULDER
 WIDTH 0
 MATERIAL TYPE CURBED
 MEDIAN WIDTH --
 PARKING NONE
 ADT (CURRENT) 7,714
 ADT (FUTURE) -- 20 YEAR 9,394
 ACCESS CONTROL (CURRENT) PARTIAL CONTROL
 WIDENING FEASIBLE? ONE LANE
 AVE. 5 YR. ACC. NOS.
 PAVEMENT IMPROVEMENT PLNT MIX OVLAY
 YEAR OF IMPROVEMENT 1997
 SEAL COAT YEAR 1995
 S/N OR D 3.8
 PERCENT TRUCKS--PEAK 2
 V/C RATIO 0.24
 CRACK/ROUGH/FINAL INDEX 5.0/2.9/4.1



MILEPOSTS	149.99 - 150.36
COUNTY	GOODING
URBAN AREA	GOODING
HIGHWAY DISTRICT #	4
FUNCTIONAL CLASS	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	RESIDENTIAL
SECTION LENGTH	0.363
NUM OF LANES (EXISTING)	4
LANES	
WIDTH	48
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	0
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	NONE
ADT (CURRENT)	2,156
ADT (FUTURE) -- 20 YEAR	2,870
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1968
SEAL COAT YEAR	1993
S/N OR D	3.4
PERCENT TRUCKS--PEAK	4
V/C RATIO	0.04
CRACK/ROUGH/FINAL INDEX	2.5/2.3/2.4

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2007
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$168,000
TOTAL	\$168,000
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL
NUM OF LANES(DES.)	4



	11.01 - 11.50	11.51 - 12.47	12.47 - 12.76
COUNTY	GOODING	GOODING	GOODING
URBAN AREA	GOODING	GOODING	GOODING
HIGHWAY DISTRICT #	4	4	4
FUNCTIONAL CLASS	COLLECTOR	COLLECTOR	COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	YES
STRUCTURES	NO	YES	NO
URBAN LOCATION	RESIDENTIAL	CENTRAL BUS DIS	FRINGE
SECTION LENGTH	0.496	0.960	0.299
NUM OF LANES (EXISTING)	4	4	2
LANES			
WIDTH	48	48	24
MATERIAL TYPE	HIGH FLEXIBLE	MIXED BITUMINOUS	HIGH FLEXIBLE
SHOULDER			
WIDTH	NA	NA	4
MATERIAL TYPE	CURBED	CURBED	COMBINATION
MEDIAN WIDTH	--	--	--
PARKING	BOTH SIDES	BOTH SIDES	NONE
ADT (CURRENT)	6,000	6,000	5,237
ADT (FUTURE) -- 20 YEAR	7,307	7,307	6,377
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	ONE LANE	ONE LANE	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1986	1986	1986
SEAL COAT YEAR	1994	1994	1994
S/N OR D	4.7	2.7	4.9
PERCENT TRUCKS--PEAK	2	2	2
V/C RATIO	0.10	0.10	0.19
CRACK/ROUGH/FINAL INDEX	2.4/2.7/2.5	2.7/2.5/2.6	3.7/1.2/2.7

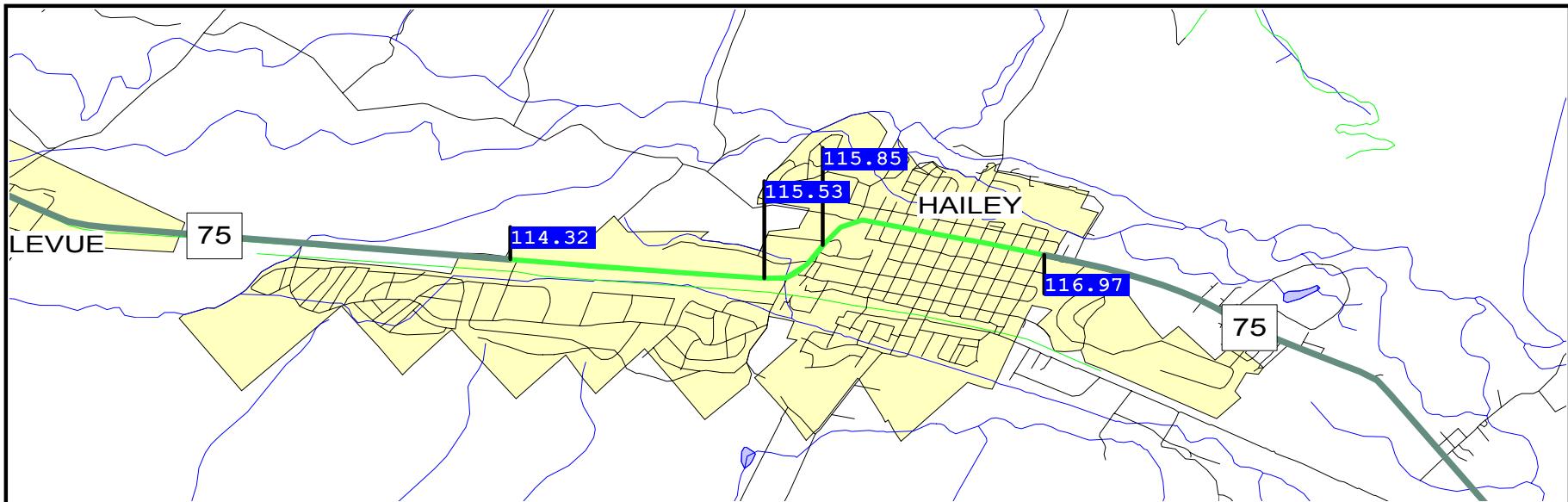
TYPE OF IMPROVEMENT	RESURFACE	RESURFACE
YEAR OF IMPROVEMENT	2006	2007
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$0	\$0
FOR CONSTRUCTION	\$230,000	\$626,000
TOTAL	\$230,000	\$626,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	4	4

RR CROSSING NUMBER
 TOTAL THROUGH TRAINS
 TOT SWITCHING TRAINS
 SPEED RANGE
 CROSSING SURFACE TYPE
 TYPES OF CONTROLS
 FLASHING LIGHTS
 CANT OVER ROAD
 GATES
 RED/WHITE REFLCT.
 SIGNS
 REFLECT. XBUCKS
 HWY TRAFFIC SIGNAL
 WIGWAGS
 BELLS
 SPEED SELECTION

TYPE OF IMPROVEMENT
 YEAR OF IMPROVEMENT
 RR XING DEFICIENCY
 COST OF IMPROVEMENT
 COST CONTROL
 SURFACE
 CIRCUITRY
 TOTAL (EXCL ADMIN)
 ADMINISTRATIVE
 TOI CROSSING SURFACE

	812935K
	28
	0
	5 TO 45
	SECTION TIMBER
	2
	2
	2
	2
	2
	0
	0
	2
	NOT APPLICABLE
R R C R O S S I N G I M P R O V E M E N T	

	CHANGE SURFACE
	00
	SURFACE
	\$0
	\$60,000
	\$0
	\$60,000
	\$3,000
	RUBBER

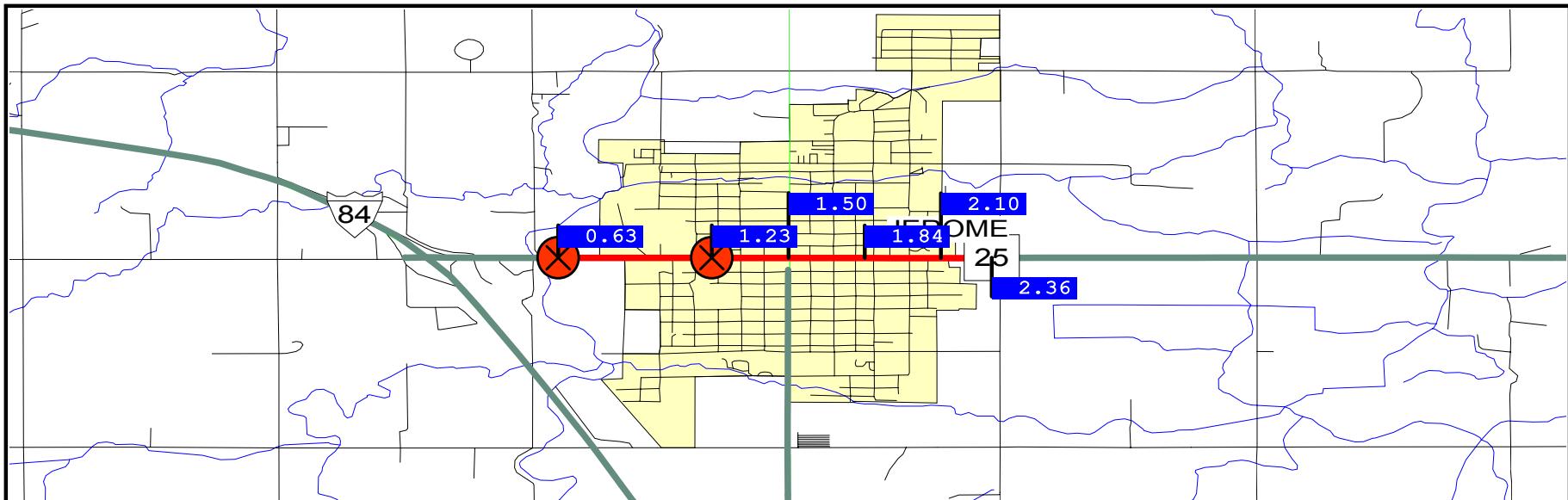


URBAN

	114.32 - 115.53	115.53 - 115.85	115.85 - 116.97
COUNTY	BLAINE	BLAINE	BLAINE
URBAN AREA	HAILEY	HAILEY	HAILEY
HIGHWAY DISTRICT #	4	4	4
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO
STRUCTURES	NO	NO	NO
URBAN LOCATION	RURAL IN CHAR.	RESIDENTIAL	RESIDENTIAL
SECTION LENGTH	1.210	0.324	1.117
NUM OF LANES (EXISTING)	2	4	4
LANES			
WIDTH	24	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	4	3	NA
MATERIAL TYPE	COMBINATION	COMBINATION	CURBED
MEDIAN WIDTH	--	--	--
PARKING	NONE	NONE	BOTH SIDES
ADT (CURRENT)	12,000	14,921	15,266
ADT (FUTURE) -- 20 YEAR	22,313	27,745	28,386
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1999	1999	1994
SEAL COAT YEAR	1983	1983	1983
S/N OR D	3.6	3.6	4.3
PERCENT TRUCKS--PEAK	3	3	3
V/C RATIO	0.42	0.25	0.25
CRACK/ROUGH/FINAL INDEX	4.7/3.7/4.2	4.4/3.5/4.0	5.0/3.0/4.1

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URBAN

MILEPOSTS	0.63 - 1.23	1.23 - 1.50	1.50 - 1.84	1.84 - 2.10	2.10 - 2.36
COUNTY	JEROME	JEROME	JEROME	JEROME	JEROME
URBAN AREA	JEROME	JEROME	JEROME	JEROME	JEROME
HIGHWAY DISTRICT #	4	4	4	4	4
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	YES	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO
URBAN LOCATION	CENTRAL BUS DIS	CENTRAL BUS DIS	CENTRAL BUS DIS	CENTRAL BUS DIS	CENTRAL BUS DIS
SECTION LENGTH	0.602	0.274	0.336	0.262	0.256
NUM OF LANES (EXISTING)	4	4	4	2	2
LANES	48	48	48	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE					
SHOULDER	0	NA	NA	NA	5
WIDTH	CURBED	CURBED	CURBED	CURBED	COMBINATION
MATERIAL TYPE					
MEDIAN WIDTH	--	--	--	--	--
PARKING	NONE	BOTH SIDES	BOTH SIDES	BOTH SIDES	NONE
ADT (CURRENT)	7,298	7,463	6,621	5,611	4,700
ADT (FUTURE) -- 20 YEAR	8,923	9,106	8,063	6,833	5,724
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	ONE LANE	TWO LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.
PAVEMENT IMPROVEMENT	RESURFACE FLEX	PAVMT XTNG GRVL	PAVMT XTNG GRVL	PAVMT XTNG GRVL	COLD IN PL RECY
YEAR OF IMPROVEMENT	1965	1950	1950	1950	1997
SEAL COAT YEAR	1993	1993	1993	1993	1993
S/N OR D	3.2	1.6	1.6	1.6	2.1
PERCENT TRUCKS--PEAK	4	3	2	2	2
V/C RATIO	0.12	0.28	0.32	0.64	0.16
CRACK/ROUGH/FINAL INDEX	2.1/2.6/2.3	4.5/2.9/3.9	2.4/2.0/2.2	3.0/3.4/3.2	5.0/4.0/4.6

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE	RESURFACE	RESURFACE	RESURFACE	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2004	2012	2005	2007	2015
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:					SHLD WIDTH-R
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$0	\$0	\$0	\$0	\$12,000
FOR CONSTRUCTION	\$393,000	\$179,000	\$219,000	\$85,000	\$73,000
TOTAL	\$393,000	\$179,000	\$219,000	\$85,000	\$85,000
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
NUM OF LANES(DES.)	4	4	4	2	2

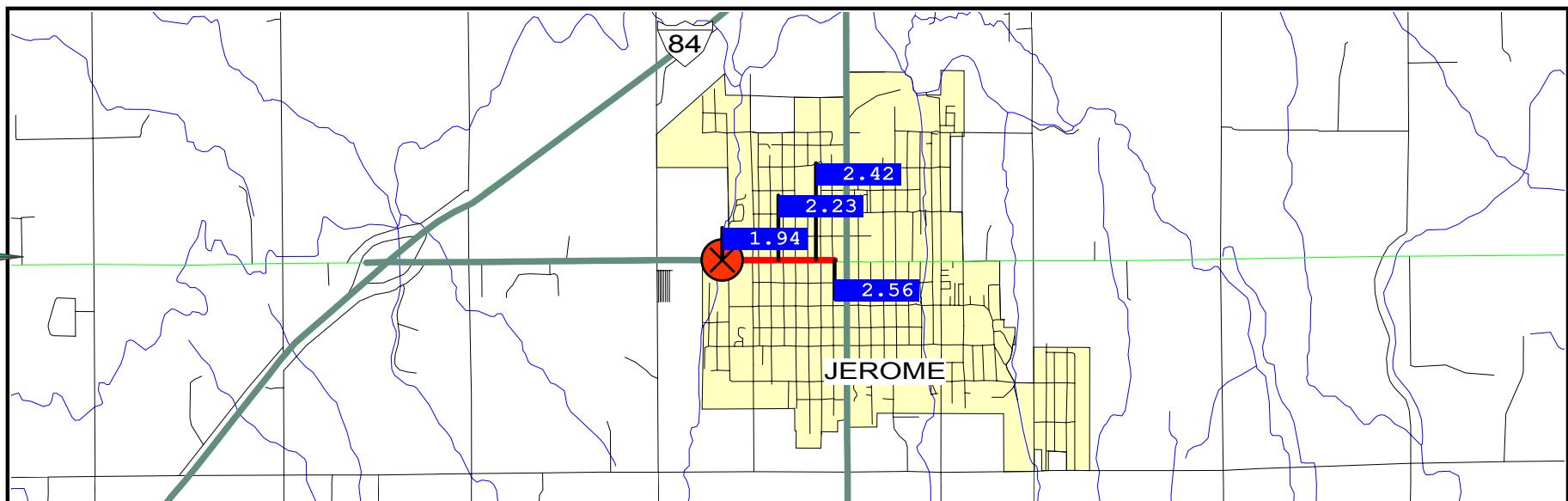
RR CROSSING NUMBER	818902T
TOTAL THROUGH TRAINS	1
TOT SWITCHING TRAINS	2
SPEED RANGE	3 TO 20
CROSSING SURFACE TYPE	ASPHALT
TYPES OF CONTROLS	
FLASHING LIGHTS	4
CANT OVER ROAD	2
MAST MOUNTED	2
GATES	0
SIGNS	2
REFLECT. XBUCKS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	1
SPEED SELECTION	NO

TYPE OF IMPROVEMENT	LIGHTS/GATES
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	LIGHTS/GATES
COST OF IMPROVEMENT	
COST CONTROL	\$250,000
SURFACE	\$120,000
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$370,000
ADMINISTRATIVE	\$18,500
TOI CROSSING SURFACE	RUBBER

R R C R O S S I N G I M P R O V E M E N T

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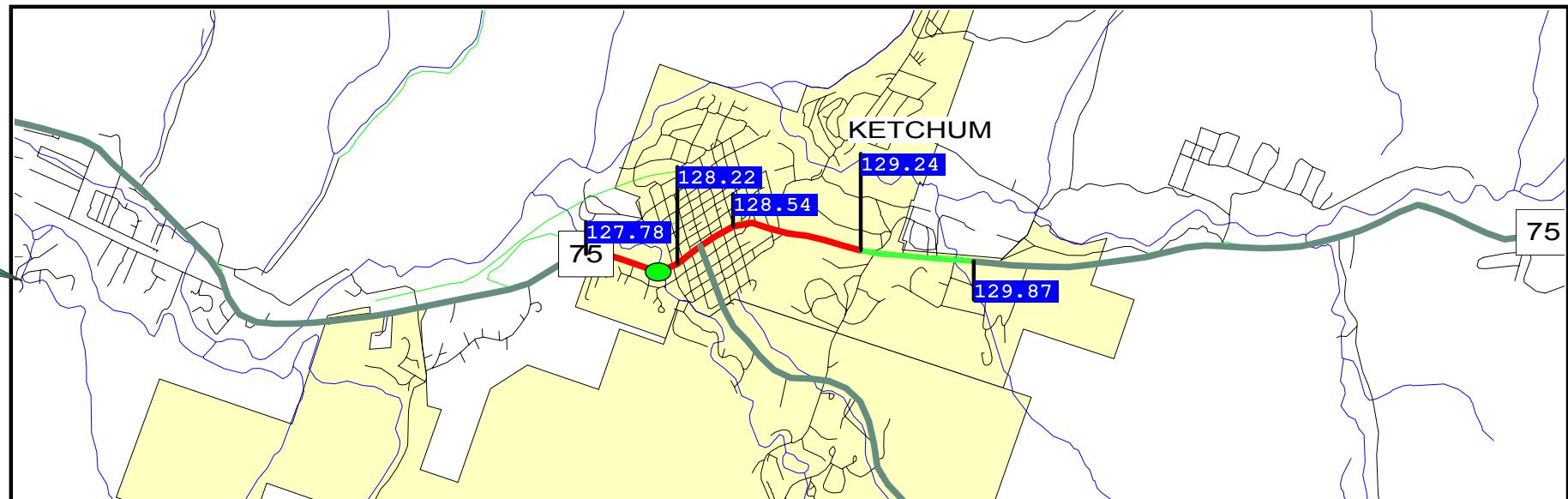
URBAN

MILEPOSTS	1.94 - 2.23	2.23 - 2.42	2.42 - 2.56
COUNTY	JEROME	JEROME	JEROME
URBAN AREA	JEROME	JEROME	JEROME
HIGHWAY DISTRICT #	4	4	4
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO
STRUCTURES	NO	NO	NO
URBAN LOCATION	CENTRAL BUS DIS	CENTRAL BUS DIS	CENTRAL BUS DIS
SECTION LENGTH	0.288	0.194	0.142
NUM OF LANES (EXISTING)	4	4	4
LANES			
WIDTH	48	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	NA	NA	NA
MATERIAL TYPE	CURBED	CURBED	CURBED
MEDIAN WIDTH	--	--	--
PARKING	BOTH SIDES	BOTH SIDES	BOTH SIDES
ADT (CURRENT)	13,000	13,000	13,000
ADT (FUTURE) -- 20 YEAR	15,831	15,831	15,831
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	PAVMT XTNG GRVL	PAVMT XTNG GRVL
YEAR OF IMPROVEMENT	1950	1950	1950
SEAL COAT YEAR	1999	1993	1993
S/N OR D	1.4	1.7	1.7
PERCENT TRUCKS--PEAK	2	2	2
V/C RATIO	0.23	0.23	0.23
CRACK/ROUGH/FINAL INDEX	2.6/2.9/2.7	2.1/2.9/2.4	5.0/2.3/3.9

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE 2005	RESURFACE 2004	RESURFACE 2013
YEAR OF IMPROVEMENT	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
COST OF IMPROVEMENT	\$0	\$0	\$0
FOR ROW AND UTIL			
FOR CONSTRUCTION	\$188,000	\$126,000	\$93,000
TOTAL	\$188,000	\$126,000	\$93,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	4	4	4

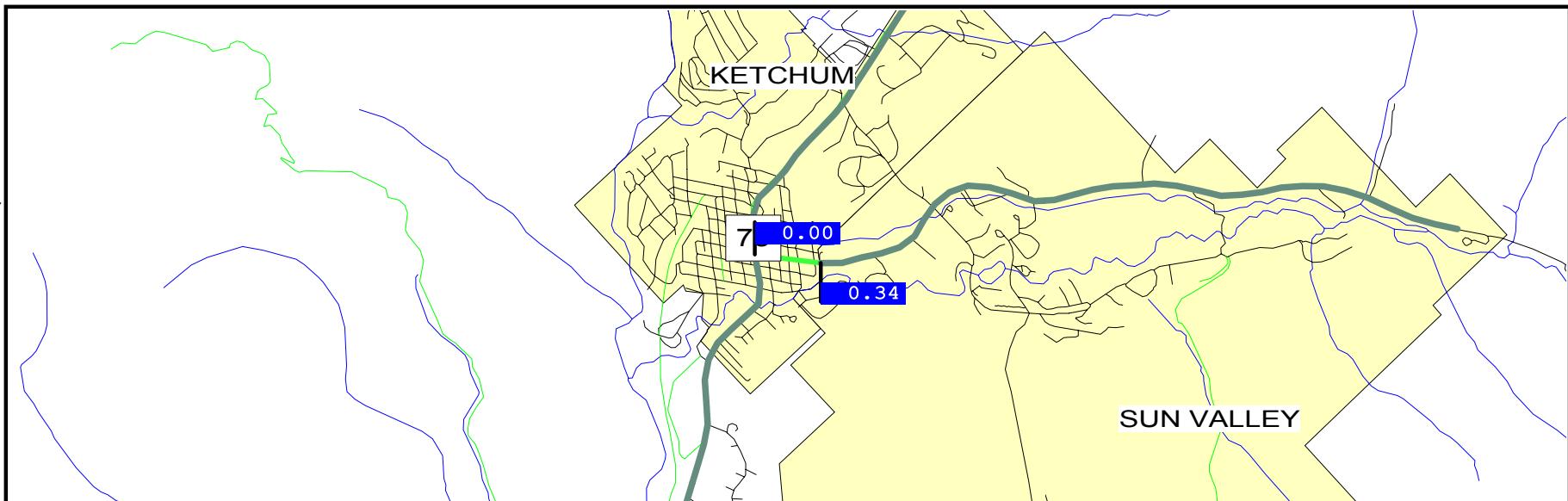


	127.78 - 128.22	128.22 - 128.53	128.54 - 129.24	129.24 - 129.87
COUNTY	BLAINE	BLAINE	BLAINE	BLAINE
URBAN AREA	KETCHUM	KETCHUM	KETCHUM	KETCHUM
HIGHWAY DISTRICT #	4	4	4	4
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO
URBAN LOCATION	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL	RURAL IN CHAR.
SECTION LENGTH	0.441	0.316	0.704	0.630
NUM OF LANES (EXISTING)	2	4	2	2
LANES	24	48	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	COMBINATION	CURBED	COMBINATION	BITUMINOUS
SHOULDER	5	NA	4	6
WIDTH	--	--	--	--
MATERIAL TYPE	COMBINATION	CURBED	COMBINATION	BITUMINOUS
MEDIAN WIDTH	--	--	--	--
PARKING	NONE	BOTH SIDES	ONE SIDE	NONE
ADT (CURRENT)	14,893	12,000	5,600	5,151
ADT (FUTURE) -- 20 YEAR	27,747	22,357	8,096	7,447
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	PARTIAL LANE	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1975	1975	1975	1990
SEAL COAT YEAR	1992	1992	1993	1993
S/N OR D	2.7	2.7	2.7	3.7
PERCENT TRUCKS--PEAK	4	5	5	4
V/C RATIO	0.52	0.23	0.25	0.25
CRACK/ROUGH/FINAL INDEX	3.9/3.1/3.6	5.0/4.0/4.6	3.0/3.4/3.2	4.0/3.2/3.6

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2010	2013	2007
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R		SHLD WIDTH-R
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$26,000	\$0	\$42,000
FOR CONSTRUCTION	\$125,000	\$147,000	\$200,000
TOTAL	\$151,000	\$147,000	\$242,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	4	2

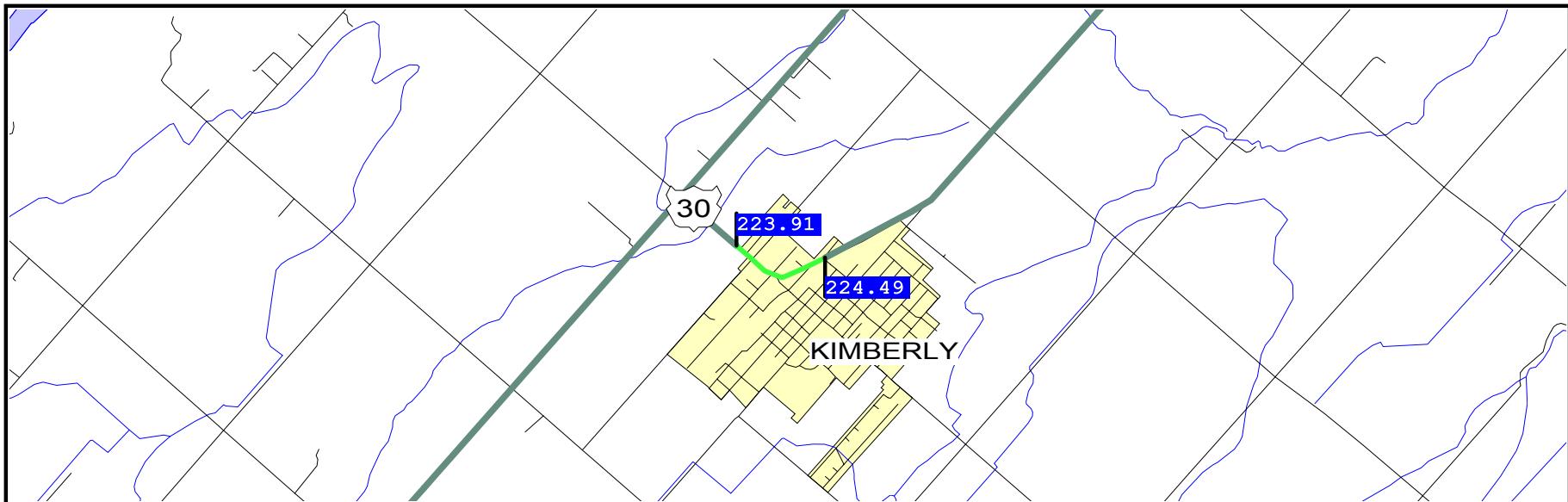


URBAN

MILEPOSTS	0.00 - 0.34
COUNTY	BLAINE
URBAN AREA	KETCHUM
HIGHWAY DISTRICT #	4
FUNCTIONAL CLASS	COLLECTOR
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	RURAL IN CHAR.
SECTION LENGTH	0.338
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	BIT-SURF-TREATD
SHOULDER	
WIDTH	NA
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	BOTH SIDES
ADT (CURRENT)	6,491
ADT (FUTURE) -- 20 YEAR	9,256
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1991
SEAL COAT YEAR	1992
S/N OR D	2.5
PERCENT TRUCKS--PEAK	2
V/C RATIO	0.58
CRACK/ROUGH/FINAL INDEX	5.0/4.0/4.6

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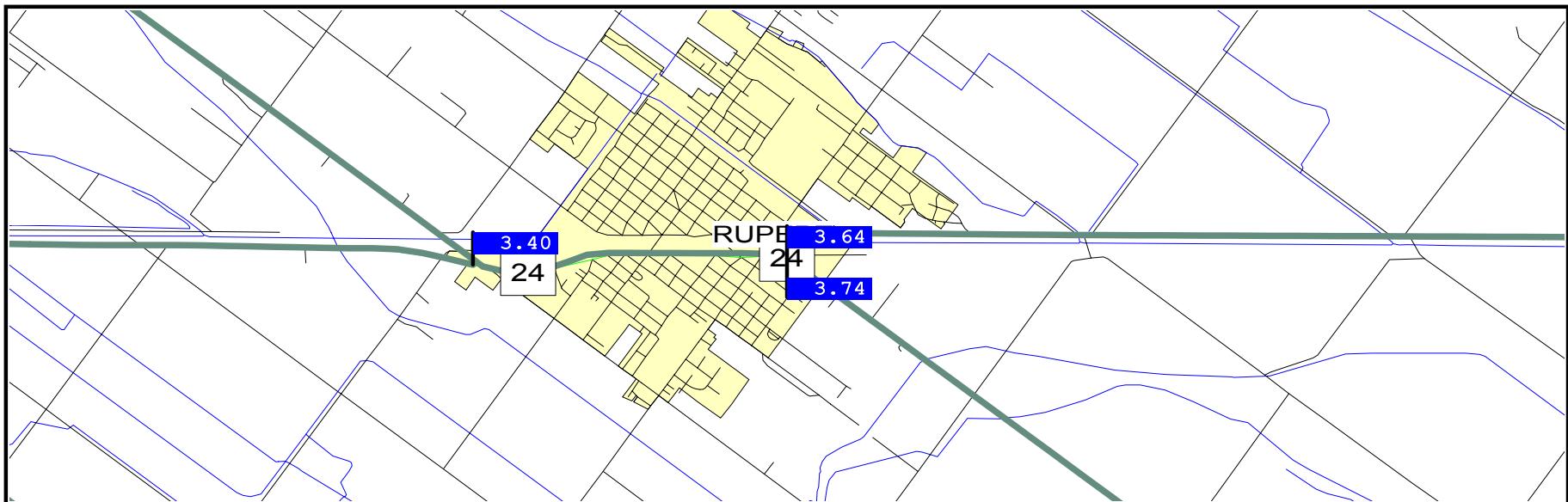


URBAN

MILEPOSTS	223.91 - 224.49
COUNTY	TWIN FALLS
URBAN AREA	KIMBERLY
HIGHWAY DISTRICT #	4
FUNCTIONAL CLASS	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	RESIDENTIAL
SECTION LENGTH	0.578
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	4
MATERIAL TYPE	COMBINATION
MEDIAN WIDTH	--
PARKING	NONE
ADT (CURRENT)	3,880
ADT (FUTURE) -- 20 YEAR	4,772
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1997
SEAL COAT YEAR	2000
S/N OR D	3.7
PERCENT TRUCKS--PEAK	6
V/C RATIO	0.41
CRACK/ROUGH/FINAL INDEX	5.0/3.4/4.3

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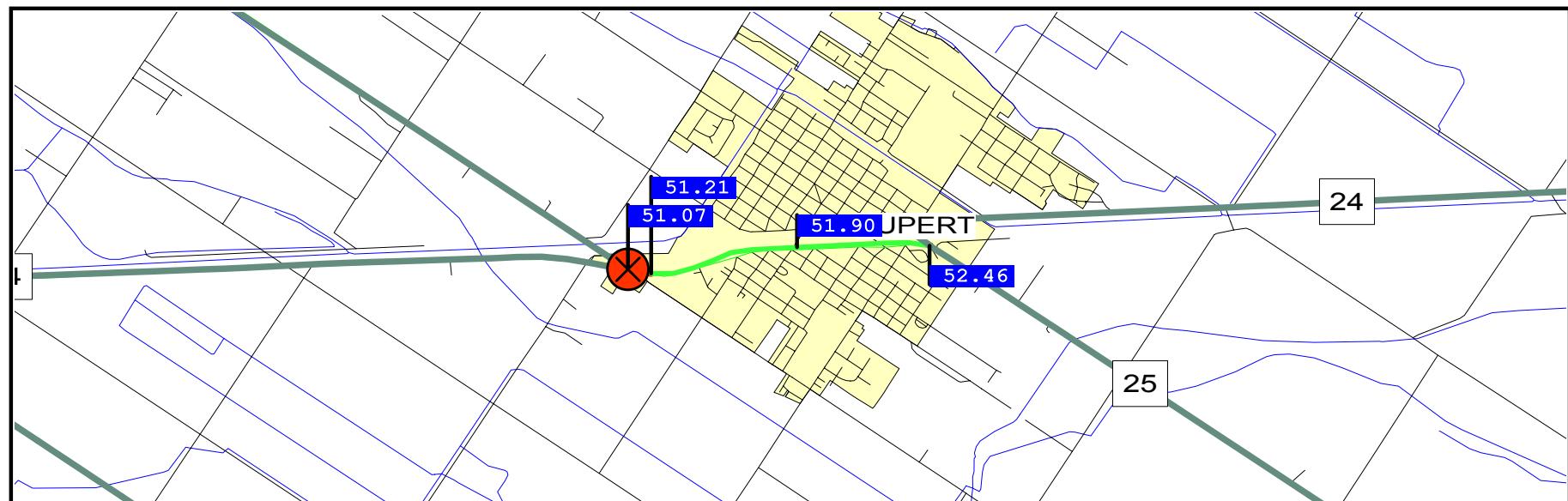
URBAN

MILEPOSTS	3.40 - 3.64	3.64 - 3.74
COUNTY	MINIDOKA	MINIDOKA
URBAN AREA	RUPERT	RUPERT
HIGHWAY DISTRICT #	4	4
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	NO	NO
STRUCTURES	NO	NO
URBAN LOCATION	OUTLYNG BUS DIS	OUTLYNG BUS DIS
SECTION LENGTH	0.238	0.097
NUM OF LANES (EXISTING)	4	4
LANES		
WIDTH	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	0	0
MATERIAL TYPE	CURBED	CURBED
MEDIAN WIDTH	--	--
PARKING	NONE	NONE
ADT (CURRENT)	10,387	9,500
ADT (FUTURE) -- 20 YEAR	12,699	11,615
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	PARTIAL LANE	PARTIAL LANE
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1961	1961
SEAL COAT YEAR	2002	1990
S/N OR D	2.3	2.3
PERCENT TRUCKS--PEAK	4	4
V/C RATIO	0.17	0.16
CRACK/ROUGH/FINAL INDEX	1.8/3.1/2.3	5.0/3.2/4.2

TYPE OF IMPROVEMENT	RESURFACE	RESURFACE
YEAR OF IMPROVEMENT	2003	2011
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$0	\$0
FOR CONSTRUCTION	\$155,000	\$63,000
TOTAL	\$155,000	\$63,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	4	4

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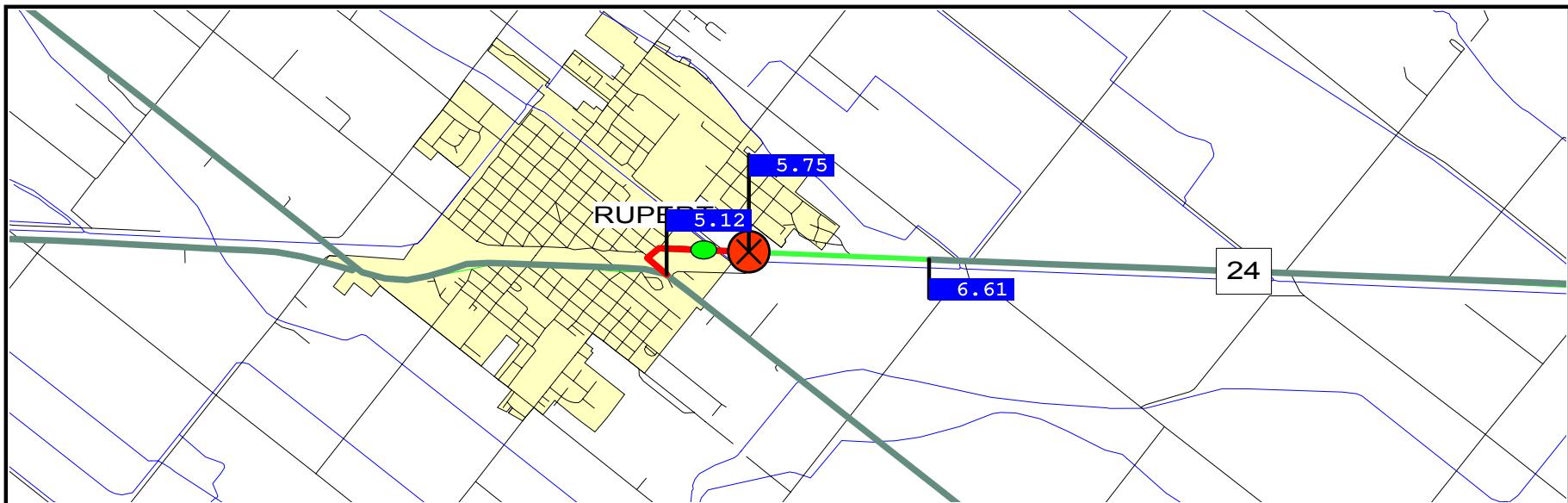
URBAN

MILEPOSTS	51.07 - 51.21	51.21 - 51.90	51.90 - 52.46
COUNTY	MINIDOKA	MINIDOKA	MINIDOKA
URBAN AREA	RUPERT	RUPERT	RUPERT
HIGHWAY DISTRICT #	4	4	4
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS
RR-XINGS	NO	NO	NO
STRUCTURES	NO	NO	NO
URBAN LOCATION	FRINGE	FRINGE	FRINGE
SECTION LENGTH	0.142	0.690	0.555
NUM OF LANES (EXISTING)	4	4	4
LANES			
WIDTH	48	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	0	0	0
MATERIAL TYPE	CURBED	CURBED	CURBED
MEDIAN WIDTH	--	--	--
PARKING	NONE	NONE	NONE
ADT (CURRENT)	16,000	13,612	10,167
ADT (FUTURE) -- 20 YEAR	21,087	17,940	13,400
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	ONE LANE	ONE LANE	ONE LANE
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1961	1999	1999
SEAL COAT YEAR	2002	2002	2002
S/N OR D	2.3	3.3	3.3
PERCENT TRUCKS--PEAK	2	3	4
V/C RATIO	0.31	0.23	0.17
CRACK/ROUGH/FINAL INDEX	2.3/2.3/2.3	5.0/3.3/4.3	5.0/3.4/4.3

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$93,000
TOTAL	\$93,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	4

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 2 8 0

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URBAN

MILEPOSTS	5.12 - 5.75	5.75 - 6.61
COUNTY	MINIDOKA	MINIDOKA
URBAN AREA	RUPERT	RUPERT
HIGHWAY DISTRICT #	4	4
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	YES	NO
STRUCTURES	YES	NO
URBAN LOCATION	RESIDENTIAL	RESIDENTIAL
SECTION LENGTH	0.630	0.855
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	20	24
MATERIAL TYPE	MIXED BITUMINOUS	HIGH FLEXIBLE
SHOULDER		
WIDTH	1	1
MATERIAL TYPE	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--
PARKING	NONE	NONE
ADT (CURRENT)	3,424	2,989
ADT (FUTURE) -- 20 YEAR	4,253	3,662
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1936	1997
SEAL COAT YEAR	2002	2002
S/N OR D	1.7	3.8
PERCENT TRUCKS--PEAK	4	4
V/C RATIO	0.40	0.35
CRACK/ROUGH/FINAL INDEX	5.0/2.0/3.7	4.6/3.6/4.2

TYPE OF IMPROVEMENT	MINOR-WIDENING
YEAR OF IMPROVEMENT	2003
SYSTEM DEFICIENCY:	LANE WIDTH
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$205,000
FOR CONSTRUCTION	\$318,000
TOTAL	\$523,000
ACCESS CONTROL(FUTURE)	NO CONTROL
NUM OF LANES(DES.)	2

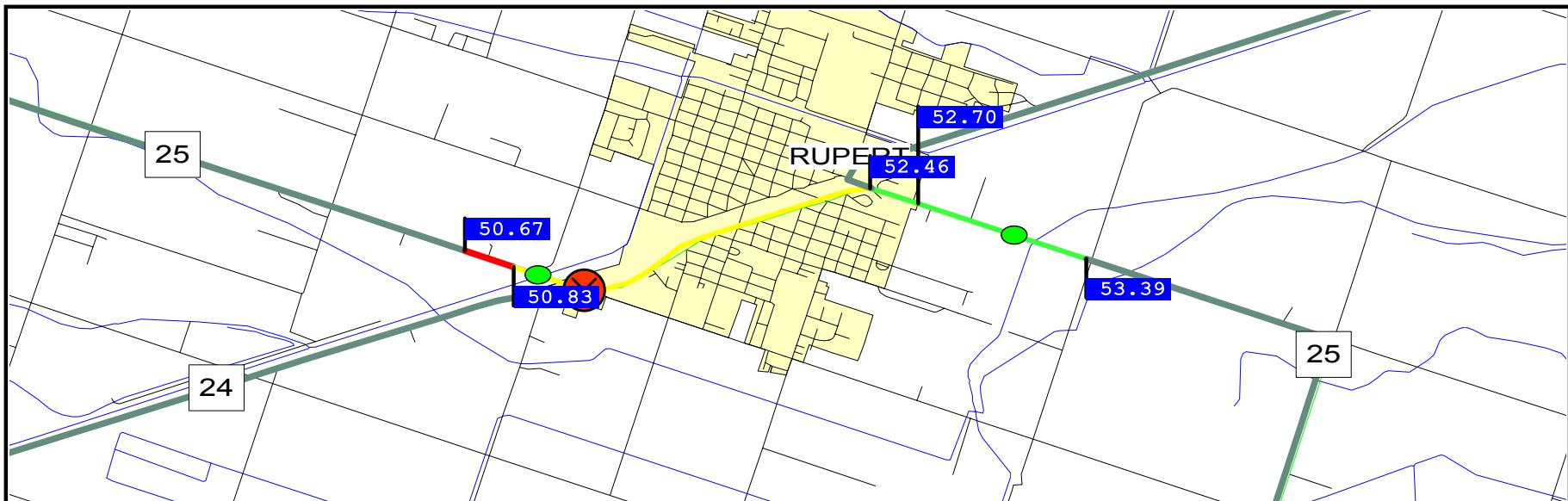
RR CROSSING NUMBER	819030J
TOTAL THROUGH TRAINS	7
TOT SWITCHING TRAINS	0
SPEED RANGE	5 TO 20
CROSSING SURFACE TYPE	SECTION TIMBER
TYPES OF CONTROLS	
FLASHING LIGHTS	2
MAST MOUNTED	2
GATES	2
RED/WHITE REFLCT.	2
SIGNS	2
REFLECT. XBUCKS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	2
SPEED SELECTION	NOT APPLICABLE

TYPE OF IMPROVEMENT	CHANGE SURFACE
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	SURFACE
COST OF IMPROVEMENT	
COST CONTROL	\$0
SURFACE	\$50,000
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$50,000
ADMINISTRATIVE	\$2,500
TOI CROSSING SURFACE	CONCRETE SLAB

R R C R O S S I N G I M P R O V E M E N T

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 2 7 0

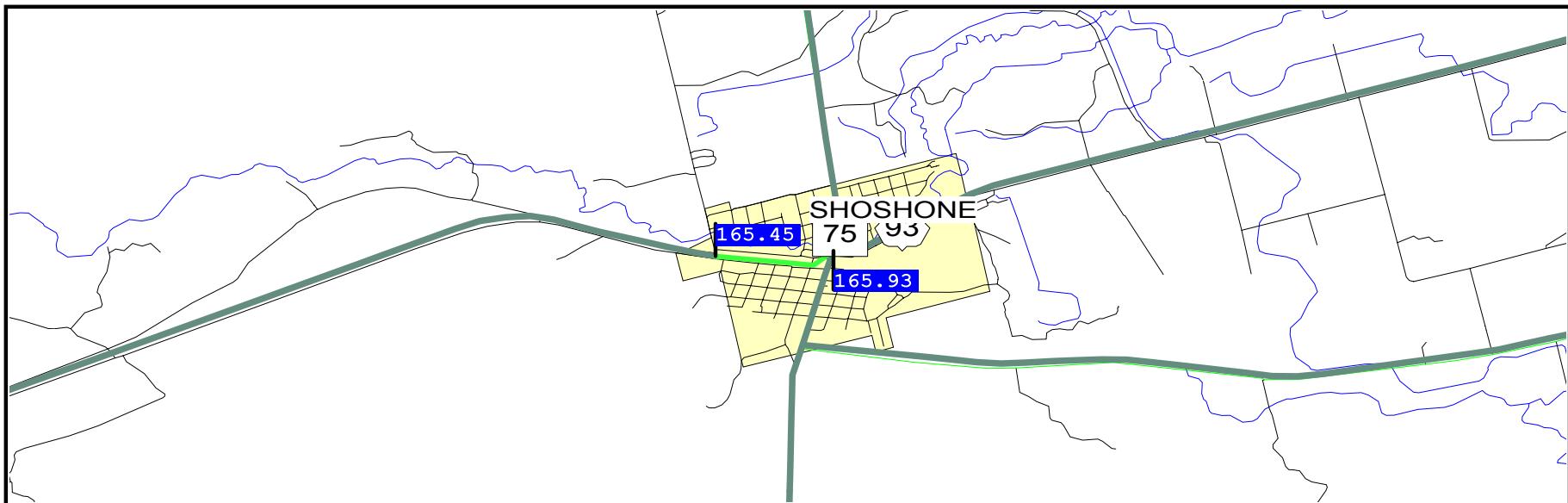
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URBAN

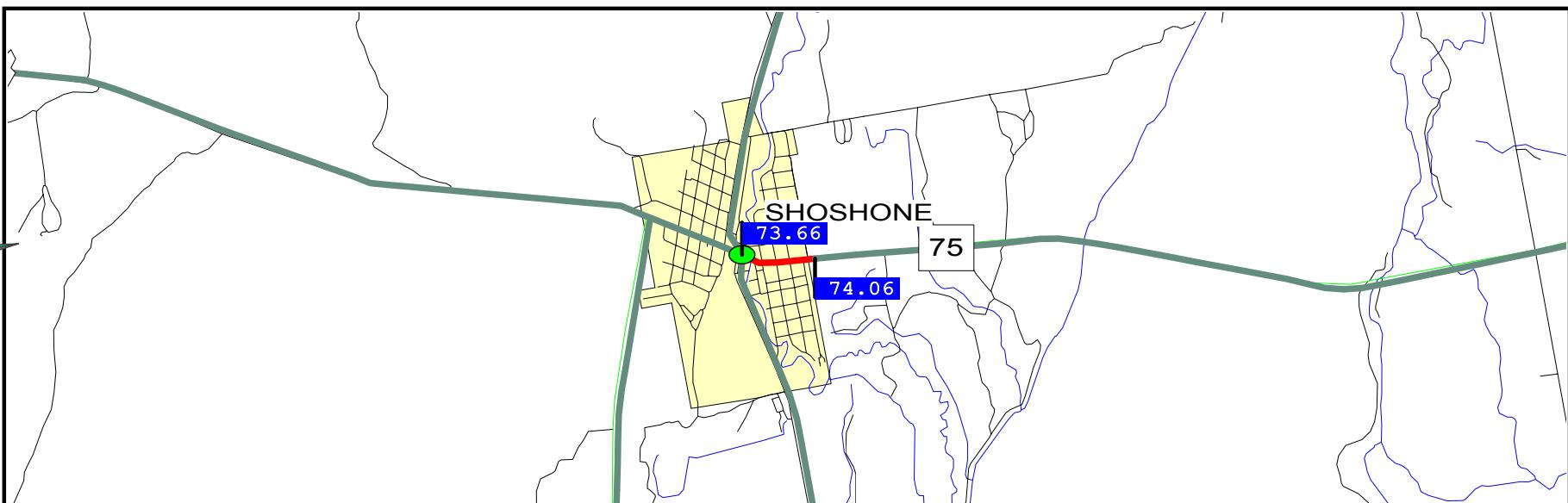
	50.67 - 50.83	52.46 - 52.70	52.70 - 53.39
COUNTY	MINIDOKA	MINIDOKA	MINIDOKA
URBAN AREA	RUPERT	RUPERT	RUPERT
HIGHWAY DISTRICT #	4	4	4
FUNCTIONAL CLASS	MINOR ARTERIAL	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NON-NHS	NHS	NHS
RR-XINGS	NO	NO	NO
STRUCTURES	NO	NO	YES
URBAN LOCATION	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL
SECTION LENGTH	0.165	0.242	0.697
NUM OF LANES (EXISTING)	2	4	2
LANES			
WIDTH	24	48	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	6	0	8
MATERIAL TYPE	BITUMINOUS	CURBED	BITUMINOUS
MEDIAN WIDTH	--	--	--
PARKING	NONE	NONE	NONE
ADT (CURRENT)	3,900	4,200	4,200
ADT (FUTURE) -- 20 YEAR	4,778	5,115	5,115
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	PARTIAL LANE	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	PLNT MIX OVLAY	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1961	1999	1999
SEAL COAT YEAR	2002	2002	1988
S/N OR D	2.3	3.3	2.8
PERCENT TRUCKS--PEAK	4	3	3
V/C RATIO	0.14	0.07	0.13
CRACK/ROUGH/FINAL INDEX	5.0/2.7/4.0	4.5/2.9/3.8	5.0/3.2/4.2

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2014
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$38,000
TOTAL	\$38,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2



URBAN

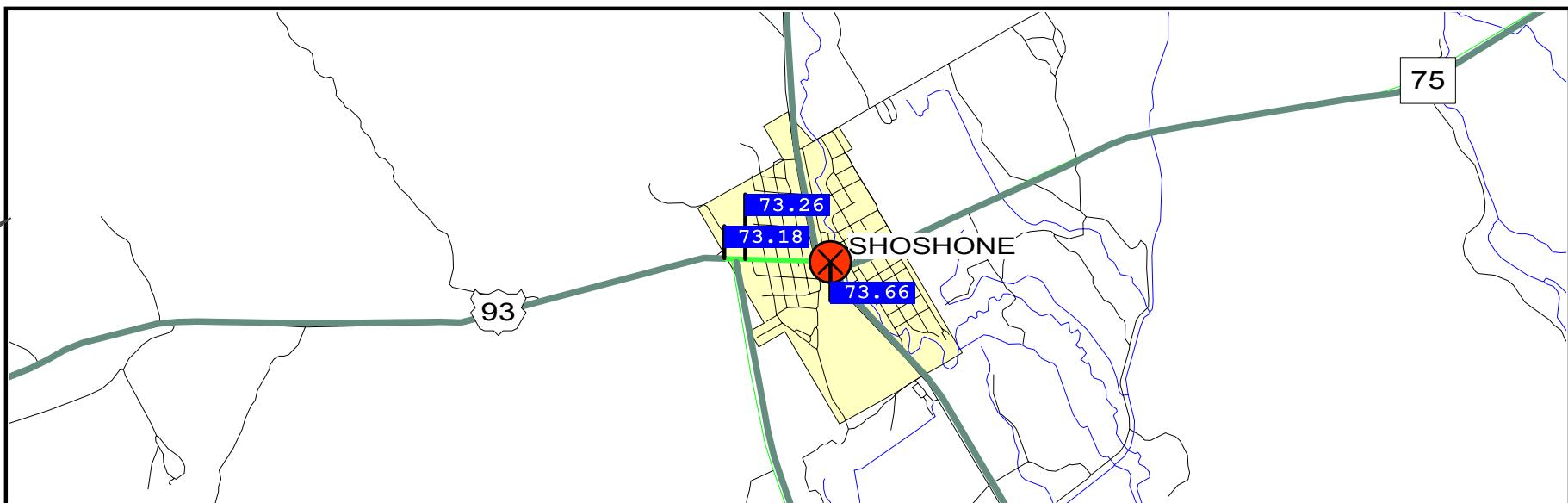
MILEPOSTS	165.45 - 165.93
COUNTY	LINCOLN
URBAN AREA	SHOSHONE
HIGHWAY DISTRICT #	4
FUNCTIONAL CLASS	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	CENTRAL BUS DIS
SECTION LENGTH	0.478
NUM OF LANES (EXISTING)	4
LANES	
WIDTH	48
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	NA
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	BOTH SIDES
ADT (CURRENT)	1,800
ADT (FUTURE) -- 20 YEAR	2,396
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	C.R.A.B.S.
YEAR OF IMPROVEMENT	2000
SEAL COAT YEAR	1996
S/N OR D	5.3
PERCENT TRUCKS--PEAK	4
V/C RATIO	0.03
CRACK/ROUGH/FINAL INDEX	4.5/3.0/3.9



URBAN

MILEPOSTS	73.66 - 74.05
COUNTY	LINCOLN
URBAN AREA	SHOSHONE
HIGHWAY DISTRICT #	4
FUNCTIONAL CLASS	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	YES
URBAN LOCATION	RESIDENTIAL
SECTION LENGTH	0.396
NUM OF LANES (EXISTING)	4
LANES	
WIDTH	48
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	NA
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	BOTH SIDES
ADT (CURRENT)	5,400
ADT (FUTURE) -- 20 YEAR	9,436
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1990
SEAL COAT YEAR	1990
S/N OR D	3.6
PERCENT TRUCKS--PEAK	6
V/C RATIO	0.16
CRACK/ROUGH/FINAL INDEX	2.4/2.8/2.6

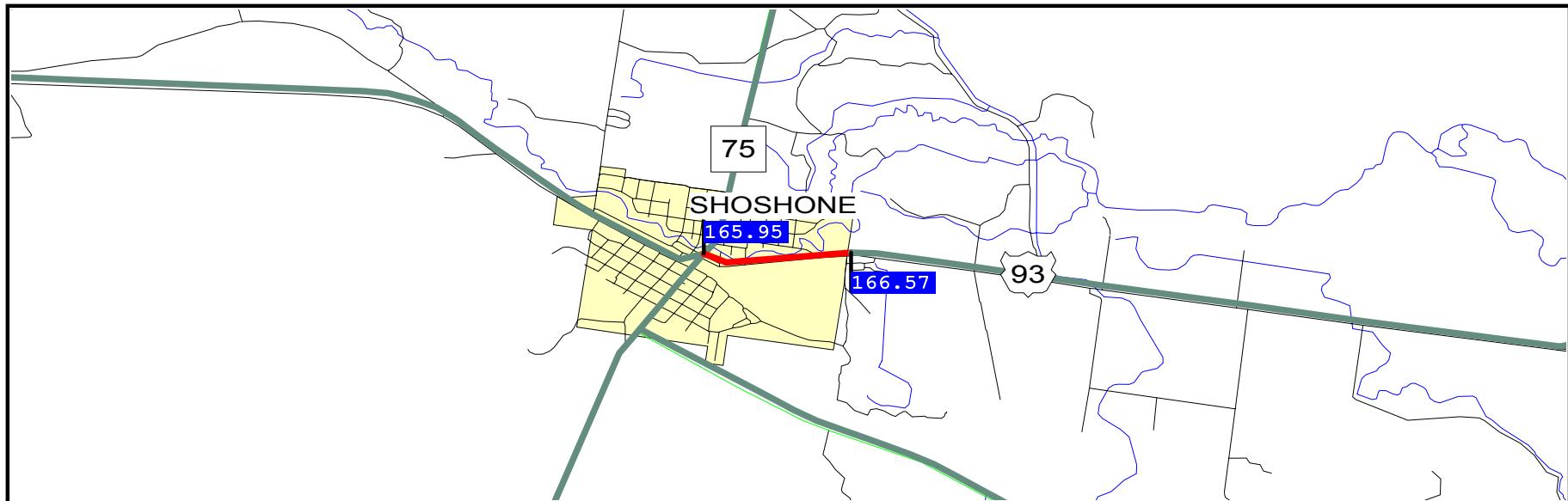
TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2006
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$184,000
TOTAL	\$184,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	4



URBAN

	73.18 - 73.26	73.26 - 73.66
COUNTY	LINCOLN	LINCOLN
URBAN AREA	SHOSHONE	SHOSHONE
HIGHWAY DISTRICT #	4	4
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	NO	YES
STRUCTURES	NO	NO
URBAN LOCATION	RESIDENTIAL	RESIDENTIAL
SECTION LENGTH	0.076	0.399
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	10	NA
MATERIAL TYPE	BITUMINOUS	CURBED
MEDIAN WIDTH	--	--
PARKING	NONE	BOTH SIDES
ADT (CURRENT)	5,944	6,034
ADT (FUTURE) -- 20 YEAR	8,593	8,723
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1997	1999
SEAL COAT YEAR	1999	1999
S/N OR D	3.2	5.8
PERCENT TRUCKS--PEAK	5	5
V/C RATIO	0.36	0.45
CRACK/ROUGH/FINAL INDEX	5.0/3.4/4.3	5.0/3.0/4.1

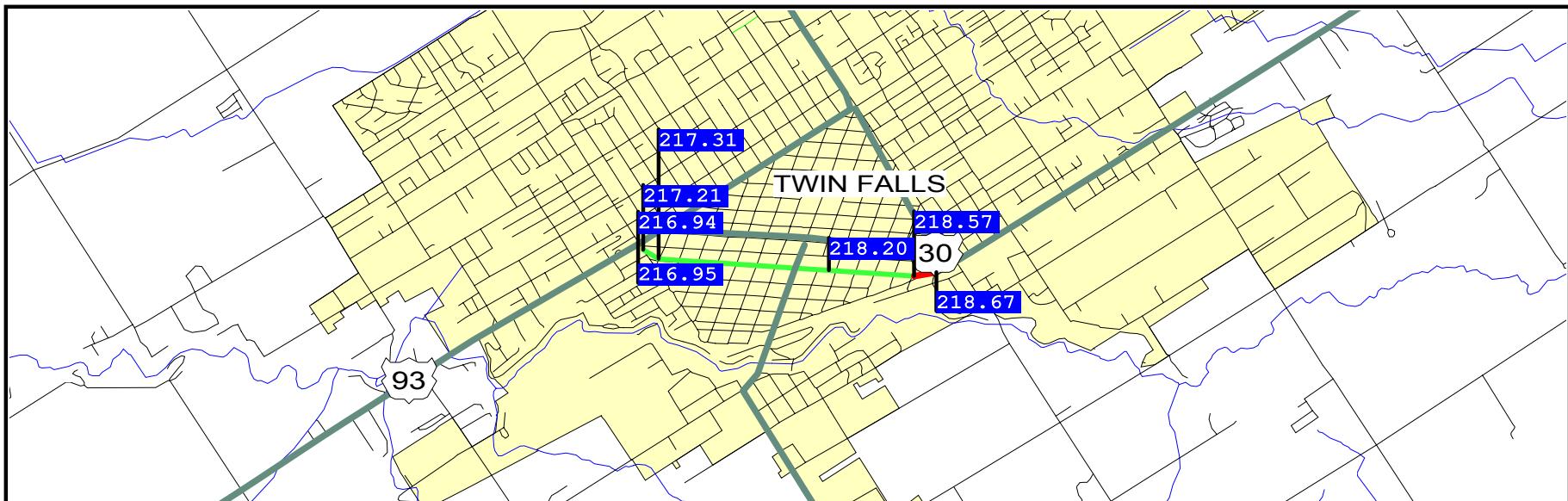
RR CROSSING NUMBER	812913K
TOTAL THROUGH TRAINS	28
TOT SWITCHING TRAINS	10
SPEED RANGE	5 TO 35
CROSSING SURFACE TYPE	SECTION TIMBER
TYPES OF CONTROLS	
FLASHING LIGHTS	12
CANT OVER ROAD	8
CANT NOT OVR ROAD	2
MAST MOUNTED	2
GATES	2
RED/WHITE REFLCT.	2
SIGNS	4
REFLECT. XBUCKS	4
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	2
SPEED SELECTION	NOT APPLICABLE
R R C R O S S I N G I M P R O V E M E N T	
TYPE OF IMPROVEMENT	GRADE SEPARATN
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	GRADE SEPARATN
COST OF IMPROVEMENT	
COST CONTROL	\$5,000,000
SURFACE	\$0
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$5,000,000
ADMINISTRATIVE	\$250,000
TOI CROSSING SURFACE	SECTION TIMBER



URBAN

MILEPOSTS	165.95 - 166.57
COUNTY	LINCOLN
URBAN AREA	SHOSHONE
HIGHWAY DISTRICT #	4
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	RESIDENTIAL
SECTION LENGTH	0.618
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	3
MATERIAL TYPE	COMBINATION
MEDIAN WIDTH	--
PARKING	NONE
ADT (CURRENT)	1,996
ADT (FUTURE) -- 20 YEAR	2,920
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL
WIDENING FEASIBLE?	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1993
SEAL COAT YEAR	1996
S/N OR D	3.6
PERCENT TRUCKS--PEAK	8
V/C RATIO	0.08
CRACK/ROUGH/FINAL INDEX	3.8/2.9/3.4

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2013
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$37,000
FOR CONSTRUCTION	\$176,000
TOTAL	\$213,000
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL
NUM OF LANES(DES.)	2



URBAN

	216.94 - 216.95	217.21 - 217.31	217.31 - 218.20	218.20 - 218.57	218.57 - 218.67
COUNTY	TWIN FALLS	TWIN FALLS	TWIN FALLS	TWIN FALLS	TWIN FALLS
URBAN AREA	TWIN FALLS	TWIN FALLS	TWIN FALLS	TWIN FALLS	TWIN FALLS
HIGHWAY DISTRICT #	4	4	4	4	4
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO
URBAN LOCATION	CENTRAL BUS DIS	CENTRAL BUS DIS	RESIDENTIAL	FRINGE	FRINGE
SECTION LENGTH	0.010	0.104	0.883	0.373	0.104
NUM OF LANES (EXISTING)	4	4	3	3	4
LANES	48	48	36	36	48
MATERIAL TYPE	HIGH FLEXIBLE				
SHOULDER	NA	NA	NA	NA	NA
WIDTH	NA	NA	NA	NA	NA
MATERIAL TYPE	CURBED	CURBED	CURBED	CURBED	CURBED
MEDIAN WIDTH	--	--	--	--	--
PARKING	BOTH SIDES				
ADT (CURRENT)	14,000	7,971	6,946	7,388	9,800
ADT (FUTURE) -- 20 YEAR	18,488	10,526	9,173	9,756	12,967
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	NO	NO	TWO LANES	ONE LANE	NO
AVE. 5 YR. ACC. NOS.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	MILL AND INLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1979	2000	2000	2000	1960
SEAL COAT YEAR	1997	2000	2000	2000	2000
S/N OR D	3.8	3.8	4.8	4.8	3.6
PERCENT TRUCKS--PEAK	1	1	1	1	1
V/C RATIO	0.29	0.20	0.34	0.36	0.35
CRACK/ROUGH/FINAL INDEX	5.0/3.8/4.5	5.0/2.1/3.8	4.5/3.2/4.0	5.0/3.3/4.3	1.5/3.5/2.4

TYPE OF IMPROVEMENT

YEAR OF IMPROVEMENT

SYSTEM DEFICIENCY:

SYSTEM DEFICIENCY:

COST OF IMPROVEMENT

FOR ROW AND UTIL

FOR CONSTRUCTION

TOTAL

ACCESS CONTROL(FUTURE)

NUM OF LANES(DES.)

PAVEMNT-RECONST

2003

PSR < RESRF-PSR

PSR < RECON-PSR

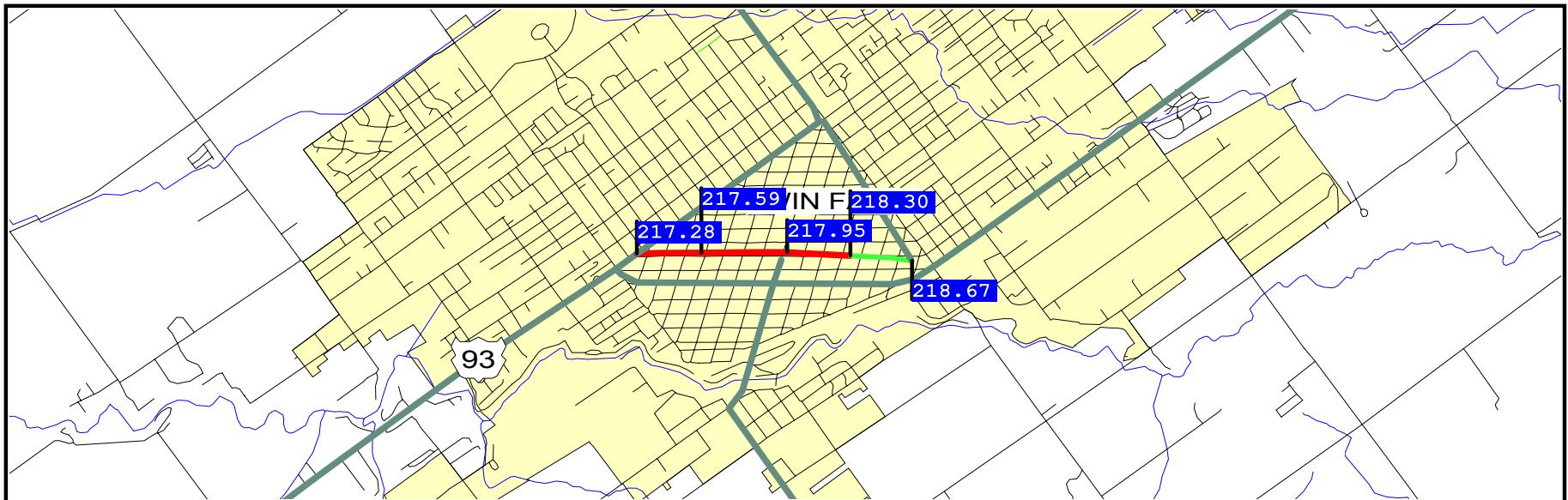
\$0

\$269,000

\$269,000

NO CONTROL

4



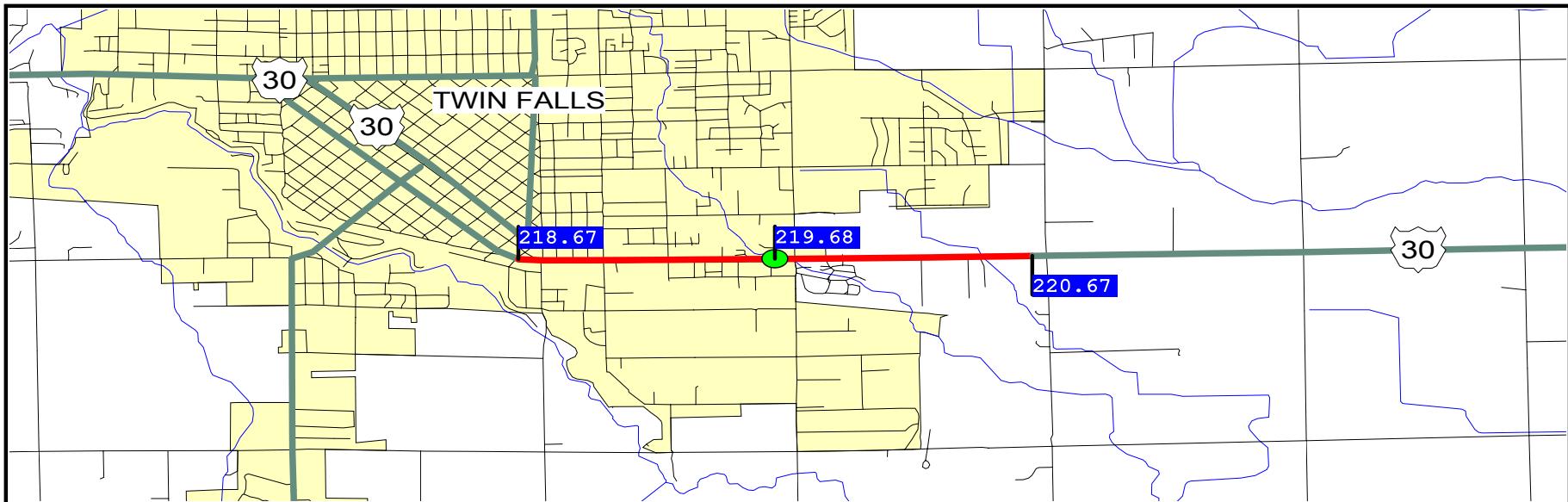
URBAN

	217.28 - 217.59	217.59 - 217.95	217.95 - 218.30	218.30 - 218.67
MILEPOSTS				
COUNTY	TWIN FALLS	TWIN FALLS	TWIN FALLS	TWIN FALLS
URBAN AREA	TWIN FALLS	TWIN FALLS	TWIN FALLS	TWIN FALLS
HIGHWAY DISTRICT #	4	4	4	4
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO
URBAN LOCATION	RESIDENTIAL	CENTRAL BUS DIS	FRINGE	CENTRAL BUS DIS
SECTION LENGTH	0.312	0.354	0.350	0.376
NUM OF LANES (EXISTING)	3	3	3	3
LANES				
WIDTH	36	36	36	36
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER				
WIDTH	NA	NA	NA	NA
MATERIAL TYPE	CURBED	CURBED	CURBED	CURBED
MEDIAN WIDTH	--	--	--	--
PARKING	BOTH SIDES	BOTH SIDES	BOTH SIDES	BOTH SIDES
ADT (CURRENT)	6,675	8,193	6,424	5,698
ADT (FUTURE) -- 20 YEAR	8,815	10,819	8,483	7,539
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	NO	NO	NO	NO
AVE. 5 YR. ACC. NOS.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1976	1976	1976	1976
SEAL COAT YEAR	----	----	----	----
S/N OR D	3.3	3.3	3.3	3.3
PERCENT TRUCKS--PEAK	1	1	1	2
V/C RATIO	0.14	0.17	0.13	0.12
CRACK/ROUGH/FINAL INDEX	4.0/2.9/3.5	4.0/3.6/3.8	4.0/3.6/3.8	4.5/2.1/3.5

HIGHWAY IMPROVEMENT #1

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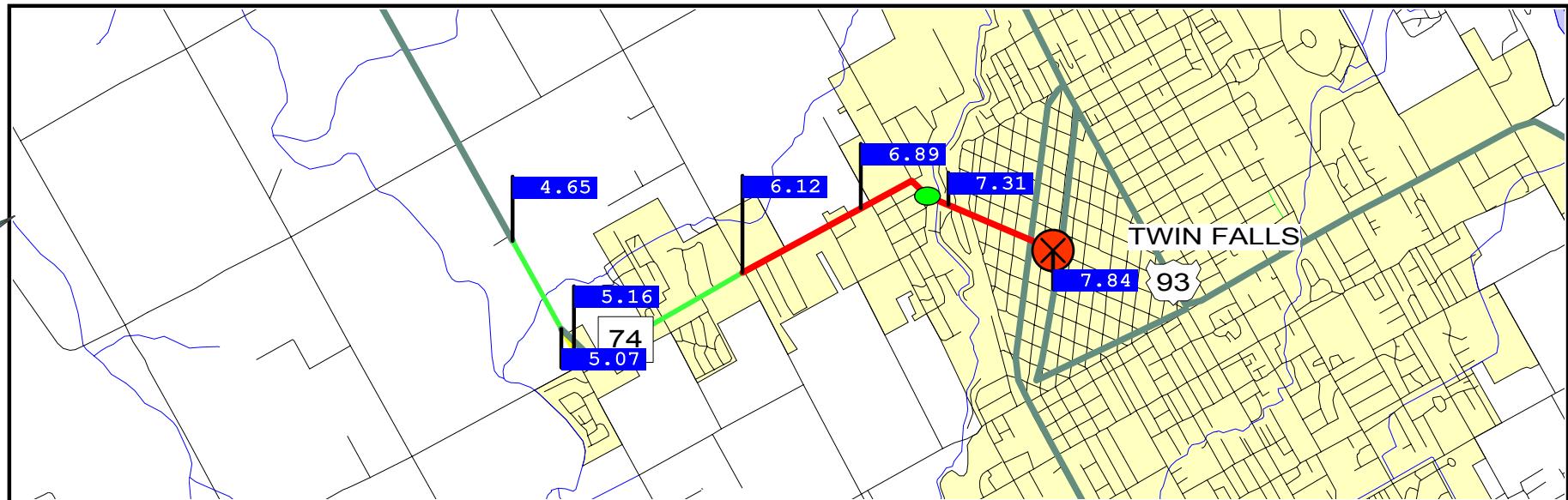
TYPE OF IMPROVEMENT	RESURFACE 2014	RESURFACE 2014	RESURFACE 2014
YEAR OF IMPROVEMENT	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:			
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$0	\$0	\$0
FOR CONSTRUCTION	\$109,000	\$173,000	\$171,000
TOTAL	\$109,000	\$173,000	\$171,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	3	3	3



URBAN

	218.67 - 219.68	219.68 - 220.67
COUNTY	TWIN FALLS	TWIN FALLS
URBAN AREA	TWIN FALLS	TWIN FALLS
HIGHWAY DISTRICT #	4	4
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	NO	NO
STRUCTURES	YES	NO
URBAN LOCATION	FRINGE	FRINGE
SECTION LENGTH	1.002	0.992
NUM OF LANES (EXISTING)	4	4
LANES		
WIDTH	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	NA	6
MATERIAL TYPE	CURBED	COMBINATION
MEDIAN WIDTH	--	--
PARKING	BOTH SIDES	NONE
ADT (CURRENT)	18,004	11,984
ADT (FUTURE) -- 20 YEAR	24,011	14,827
ACCESS CONTROL (CURRENT)	NO CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	NO	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1960	1993
SEAL COAT YEAR	1994	1994
S/N OR D	3.6	1.8
PERCENT TRUCKS--PEAK	5	9
V/C RATIO	0.38	0.25
CRACK/ROUGH/FINAL INDEX	2.4/2.7/2.5	2.4/3.2/2.8

TYPE OF IMPROVEMENT	RESURFACE	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2003	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:		SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$0	\$91,000
FOR CONSTRUCTION	\$653,000	\$563,000
TOTAL	\$653,000	\$654,000
ACCESS CONTROL(FUTURE)	NO CONTROL	PARTIAL CONTROL
NUM OF LANES(DES.)	4	4



URBAN

MILEPOSTS	4.65 - 5.07	5.16 - 6.12	6.12 - 6.89	6.89 - 7.31	7.31 - 7.84
COUNTY	TWIN FALLS	TWIN FALLS	TWIN FALLS	TWIN FALLS	TWIN FALLS
URBAN AREA	TWIN FALLS	TWIN FALLS	TWIN FALLS	TWIN FALLS	TWIN FALLS
HIGHWAY DISTRICT #	4	4	4	4	4
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	YES
STRUCTURES	NO	NO	NO	YES	NO
URBAN LOCATION	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL	CENTRAL BUS DIS
SECTION LENGTH	0.420	0.961	0.772	0.419	0.528
NUM OF LANES (EXISTING)	2	2	2	4	4
LANES					
WIDTH	24	24	24	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER					
WIDTH	6	6	6	0	NA
MATERIAL TYPE	COMBINATION	COMBINATION	COMBINATION	CURBED	CURBED
MEDIAN WIDTH	--	--	--	--	--
PARKING	NONE	NONE	NONE	NONE	BOTH SIDES
ADT (CURRENT)	2,200	4,849	7,838	12,313	13,159
ADT (FUTURE) -- 20 YEAR	2,706	5,905	9,583	15,024	17,377
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	TWO LANES	NO
AVE. 5 YR. ACC. NOS.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	RESURFACE FLEX	RESURFACE FLEX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1985	1952	1952	1965	1977
SEAL COAT YEAR	1985	1963	1963	1995	1995
S/N OR D	4.4	2.8	2.8	2.4	3.6
PERCENT TRUCKS--PEAK	6	2	4	3	2
V/C RATIO	0.08	0.15	0.25	0.19	0.22
CRACK/ROUGH/FINAL INDEX	4.5/3.2/4.0	4.5/3.3/4.0	4.5/3.3/4.0	3.8/2.3/3.2	3.5/1.3/2.6

	RESURFACE 2013 PSR < RESRF-PSR	RESURFACE 2009 PSR < RESRF-PSR	RESURFACE 2014 PSR < RESRF-PSR
TYPE OF IMPROVEMENT	\$0	\$0	\$0
YEAR OF IMPROVEMENT	\$179,000	\$194,000	\$344,000
SYSTEM DEFICIENCY:	\$179,000	\$194,000	\$344,000
COST OF IMPROVEMENT			
FOR ROW AND UTIL	NO CONTROL	NO CONTROL	NO CONTROL
FOR CONSTRUCTION	2	4	4
TOTAL			
ACCESS CONTROL(FUTURE)			
NUM OF LANES(DES.)			

RR CROSSING NUMBER
 TOTAL THROUGH TRAINS
 TOT SWITCHING TRAINS
 SPEED RANGE
 CROSSING SURFACE TYPE
 TYPES OF CONTROLS
 FLASHING LIGHTS
 CANT OVER ROAD
 MAST MOUNTED
 GATES
 RED/WHITE REFLCT.
 SIGNS
 REFLECT. XBUCKS
 HWY TRAFFIC SIGNAL
 WIGWAGS
 BELLS
 SPEED SELECTION

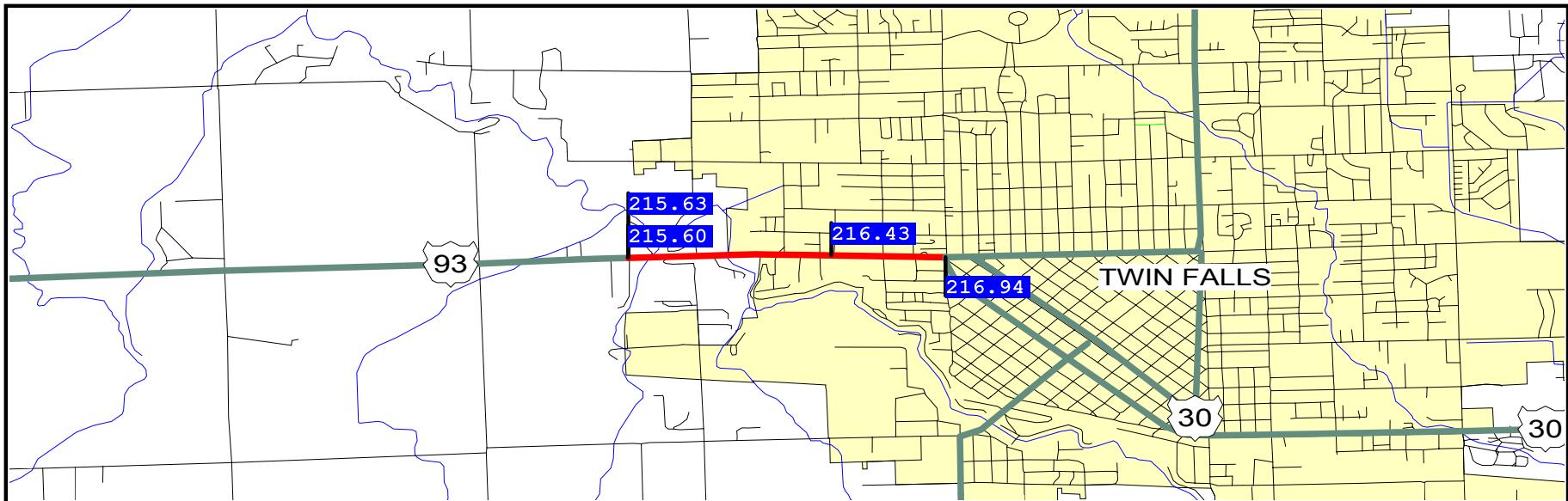
819178R
 7
 0
 5 TO 40
 CONCRETE SLAB
 4
 2
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 0
 2

NOT APPLICABLE

R R C R O S S I N G I M P R O V E M E N T

TYPE OF IMPROVEMENT
 YEAR OF IMPROVEMENT
 RR XING DEFICIENCY
 COST OF IMPROVEMENT
 COST CONTROL
 SURFACE
 CIRCUITRY
 TOTAL (EXCL ADMIN)
 ADMINISTRATIVE
 TOI CROSSING SURFACE

CHANGE SURFACE
 00
 SURFACE
 \$0
 \$120,000
 \$0
 \$120,000
 \$6,000
 RUBBER



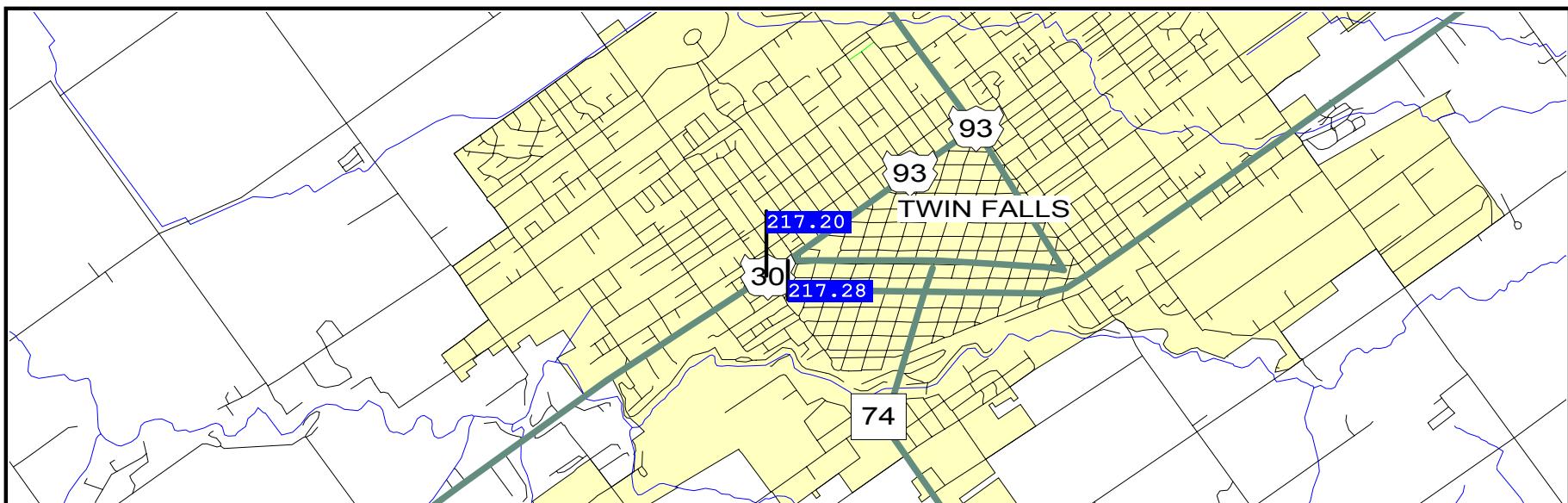
URBAN

	215.60 - 215.63	215.63 - 216.43	216.43 - 216.94
COUNTY	TWIN FALLS	TWIN FALLS	TWIN FALLS
URBAN AREA	TWIN FALLS	TWIN FALLS	TWIN FALLS
HIGHWAY DISTRICT #	4	4	4
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS
RR-XINGS	NO	NO	NO
STRUCTURES	NO	NO	NO
URBAN LOCATION	FRINGE	FRINGE	CENTRAL BUS DIS
SECTION LENGTH	0.033	0.802	0.505
NUM OF LANES (EXISTING)	4	4	4
LANES			
WIDTH	48	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	0	0	0
MATERIAL TYPE	CURBED	CURBED	CURBED
MEDIAN WIDTH	--	--	--
PARKING	NONE	NONE	NONE
ADT (CURRENT)	9,800	10,576	20,578
ADT (FUTURE) -- 20 YEAR	14,223	15,901	31,552
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	NO	NO	ONE LANE
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	NW CON/RCN FLX	MILL AND INLAY	MILL AND INLAY
YEAR OF IMPROVEMENT	1999	1996	1996
SEAL COAT YEAR	1981	1997	1997
S/N OR D	5.7	3.0	3.0
PERCENT TRUCKS--PEAK	6	4	2
V/C RATIO	0.16	0.33	0.38
CRACK/ROUGH/FINAL INDEX	5.0/3.8/4.4	3.5/3.2/3.4	3.8/3.1/3.5

HIGHWAY IMPROVEMENT #1

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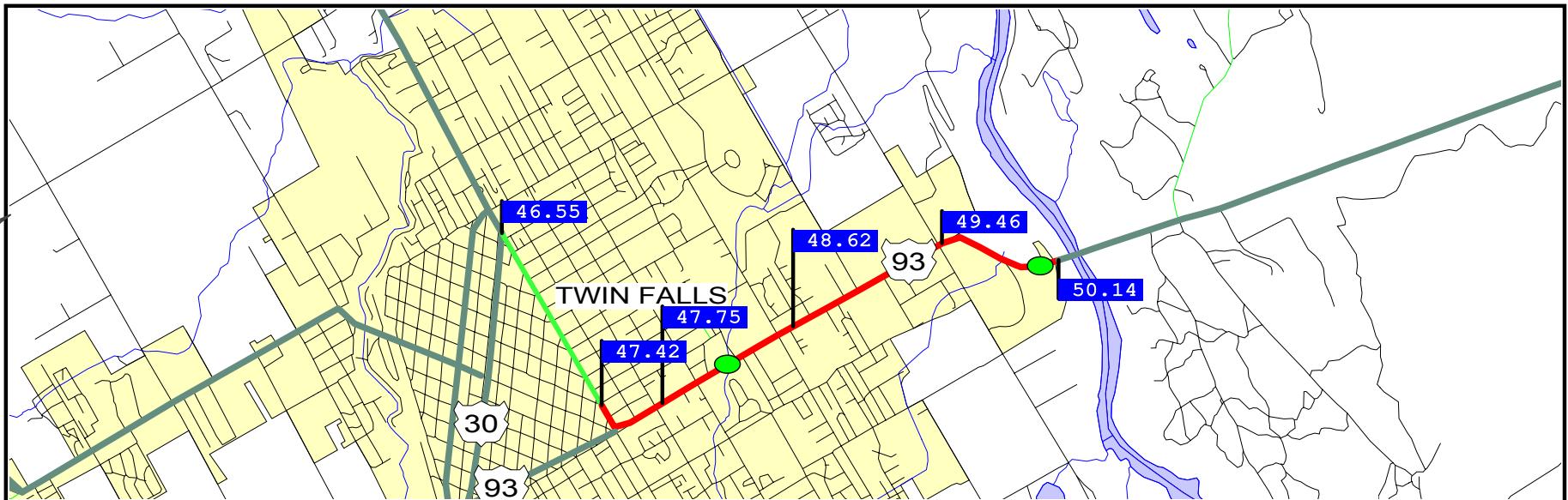
TYPE OF IMPROVEMENT	RESURFACE	RESURFACE
YEAR OF IMPROVEMENT	2007	2009
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$0	\$0
FOR CONSTRUCTION	\$523,000	\$329,000
TOTAL	\$523,000	\$329,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	4	4



URBAN

MILEPOSTS	217.20 - 217.28
COUNTY	TWIN FALLS
URBAN AREA	TWIN FALLS
HIGHWAY DISTRICT #	4
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	CENTRAL BUS DIS
SECTION LENGTH	0.083
NUM OF LANES (EXISTING)	4
LANES	
WIDTH	48
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	0
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	NONE
ADT (CURRENT)	21,000
ADT (FUTURE) -- 20 YEAR	32,199
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	MILL AND INLAY
YEAR OF IMPROVEMENT	1996
SEAL COAT YEAR	----
S/N OR D	3.8
PERCENT TRUCKS--PEAK	2
V/C RATIO	0.32
CRACK/ROUGH/FINAL INDEX	3.5/1.8/2.7

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2010
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$54,000
TOTAL	\$54,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	4



URBAN

MILEPOSTS	46.55 - 47.42	47.42 - 47.75	47.75 - 48.62	48.62 - 49.45	49.46 - 50.14
COUNTY	TWIN FALLS	TWIN FALLS	TWIN FALLS	TWIN FALLS	TWIN FALLS
URBAN AREA	TWIN FALLS	TWIN FALLS	TWIN FALLS	TWIN FALLS	TWIN FALLS
HIGHWAY DISTRICT #	4	4	4	4	4
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	YES
URBAN LOCATION	RESIDENTIAL	OUTLYNG BUS DIS	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL
SECTION LENGTH	0.876	0.325	0.870	0.835	0.680
NUM OF LANES (EXISTING)	4	4	4	4	4
LANES	48	48	48	48	48
WIDTH					
MATERIAL TYPE	HIGH FLEXIBLE	MIXED BITUMINOUS	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER	0	0	0	0	0
WIDTH					
MATERIAL TYPE	CURBED	CURBED	CURBED	CURBED	CURBED
MEDIAN WIDTH	--	--	--	--	--
PARKING	NONE	NONE	NONE	NONE	NONE
ADT (CURRENT)	15,000	25,766	31,750	29,131	25,000
ADT (FUTURE) -- 20 YEAR	21,389	36,741	45,274	41,539	41,286
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1998	1994	1982	1942	1976
SEAL COAT YEAR	1988	1988	1992	1992	1992
S/N OR D	4.3	3.4	4.1	1.9	3.1
PERCENT TRUCKS--PEAK	3	3	3	4	7
V/C RATIO	0.28	0.48	0.59	0.44	0.42
CRACK/ROUGH/FINAL INDEX	4.4/3.1/3.8	4.0/2.1/3.1	4.2/2.5/3.4	2.4/2.5/2.4	4.0/2.1/3.1

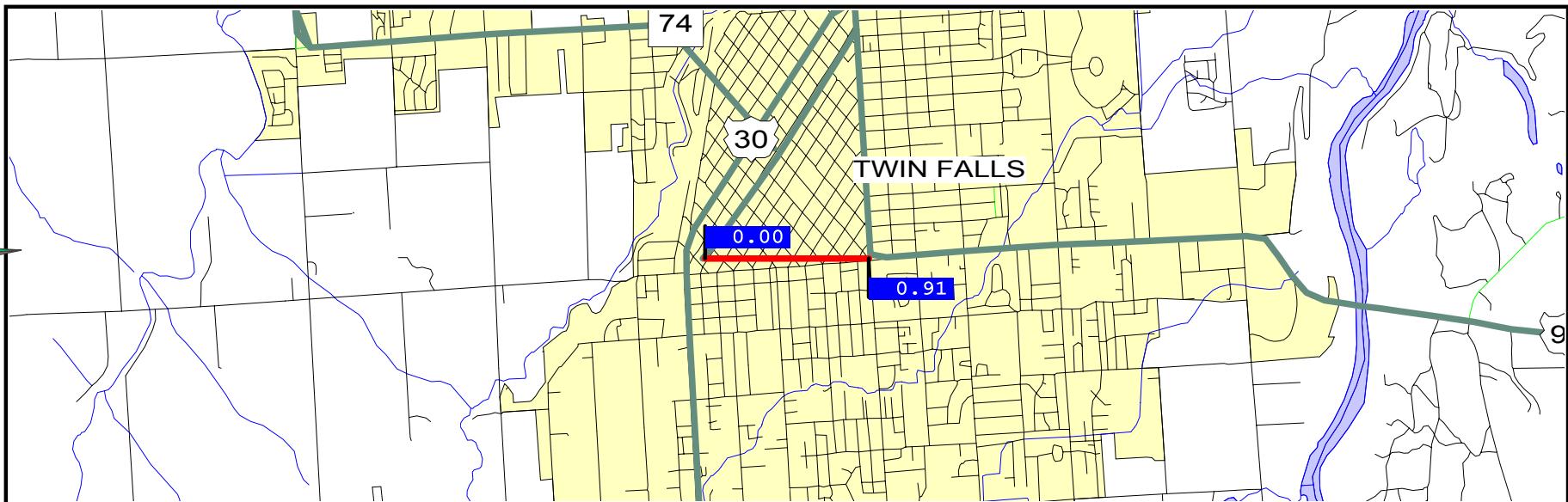
HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE 2010	RESURFACE 2015	RESURFACE 2003	RESURFACE 2008
YEAR OF IMPROVEMENT	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	\$0	\$0	\$0	\$0
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$212,000	\$404,000	\$387,000	\$316,000
FOR CONSTRUCTION	\$212,000	\$404,000	\$387,000	\$316,000
TOTAL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
ACCESS CONTROL(FUTURE)	4	4	4	4
NUM OF LANES(DES.)				

HPMS STUDY FOR ROAD SEGMENT : 002221

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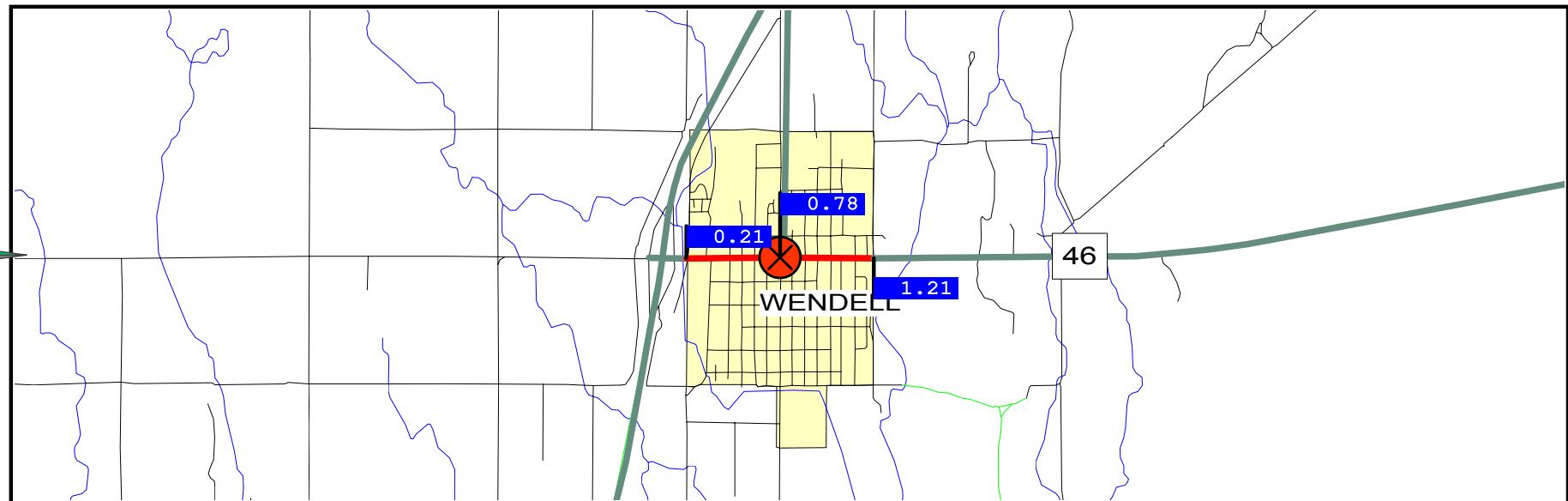
URBAN

MILEPOSTS	0.00 - 0.91
COUNTY	TWIN FALLS
URBAN AREA	TWIN FALLS
HIGHWAY DISTRICT #	4
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	RESIDENTIAL
SECTION LENGTH	0.910
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	NA
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	BOTH SIDES
ADT (CURRENT)	10,000
ADT (FUTURE) -- 20 YEAR	15,333
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	ONE LANE
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1930
SEAL COAT YEAR	1995
S/N OR D	1.6
PERCENT TRUCKS--PEAK	7
V/C RATIO	1.03
CRACK/ROUGH/FINAL INDEX	4.3/3.0/3.7

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2009
SYSTEM DEFICIENCY:	VOLUME/CAPACITY
SYSTEM DEFICIENCY:	NUMBER OF LANES
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$211,000
TOTAL	\$211,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 2 0 0

030215



URBAN

MILEPOSTS	0.21 - 0.78	0.78 - 1.21
COUNTY	GOODING	GOODING
URBAN AREA	WENDELL	WENDELL
HIGHWAY DISTRICT #	4	4
FUNCTIONAL CLASS	COLLECTOR	COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS
RR-XINGS	YES	NO
STRUCTURES	NO	NO
URBAN LOCATION	CENTRAL BUS DIS	RESIDENTIAL
SECTION LENGTH	0.572	0.432
NUM OF LANES (EXISTING)	4	4
LANES		
WIDTH	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	NA	NA
MATERIAL TYPE	CURBED	CURBED
MEDIAN WIDTH	--	--
PARKING	BOTH SIDES	BOTH SIDES
ADT (CURRENT)	8,042	6,380
ADT (FUTURE) -- 20 YEAR	9,910	7,893
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	NO	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1959	1959
SEAL COAT YEAR	2000	2000
S/N OR D	2.6	2.6
PERCENT TRUCKS--PEAK	7	8
V/C RATIO	0.14	0.11
CRACK/ROUGH/FINAL INDEX	3.2/2.2/2.8	3.0/2.9/3.0

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE	RESURFACE
YEAR OF IMPROVEMENT	2007	2007
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$0	\$0
FOR CONSTRUCTION	\$373,000	\$200,000
TOTAL	\$373,000	\$200,000
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL
NUM OF LANES(DES.)	4	4

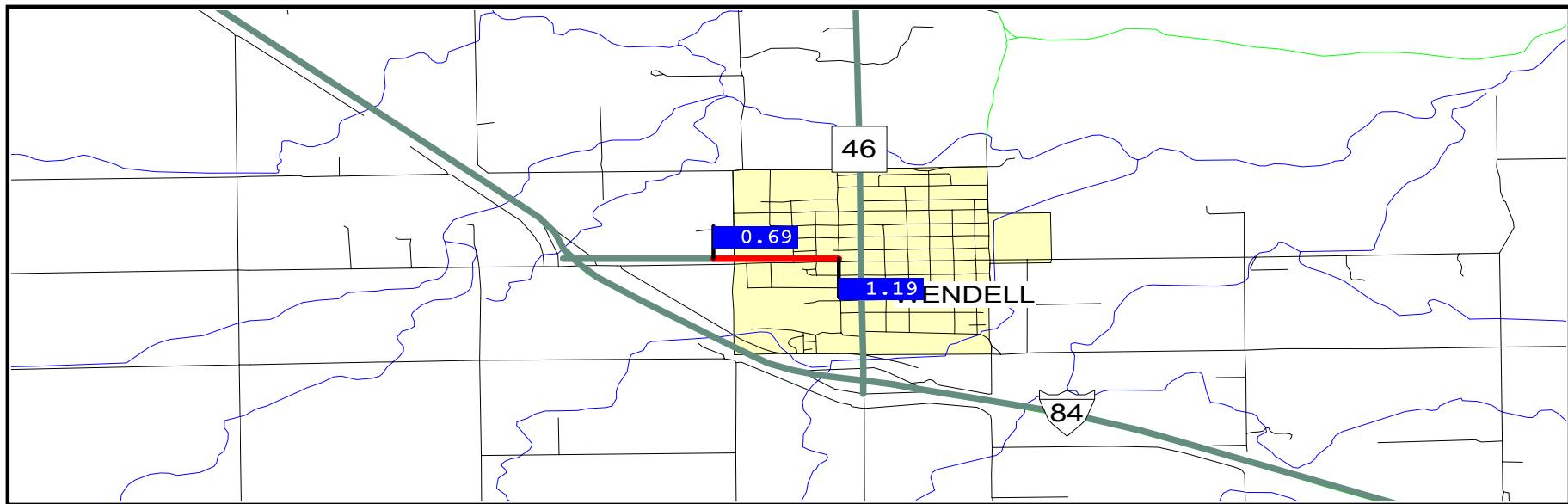
RR CROSSING NUMBER	818893W
TOTAL THROUGH TRAINS	1
TOT SWITCHING TRAINS	0
SPEED RANGE	5 TO 40
CROSSING SURFACE TYPE	SECTION TIMBER
TYPES OF CONTROLS	
FLASHING LIGHTS	10
CANT OVER ROAD	4
CANT NOT OVR ROAD	4
MAST MOUNTED	2
GATES	0
SIGNS	2
REFLECT. XBUCKS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	1
SPEED SELECTION	NOT APPLICABLE

TYPE OF IMPROVEMENT	LIGHTS/GATES
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	LIGHTS/GATES
COST OF IMPROVEMENT	
COST CONTROL	\$250,000
SURFACE	\$120,000
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$370,000
ADMINISTRATIVE	\$18,500
TOI CROSSING SURFACE	RUBBER

R R C R O S S I N G I M P R O V E M E N T

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 2 0 1

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MILEPOSTS	0.69 - 1.19
COUNTY	GOODING
URBAN AREA	WENDELL
HIGHWAY DISTRICT #	4
FUNCTIONAL CLASS	COLLECTOR
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	RESIDENTIAL
SECTION LENGTH	0.502
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	22
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	6
MATERIAL TYPE	STABILIZED
MEDIAN WIDTH	--
PARKING	NONE
ADT (CURRENT)	2,484
ADT (FUTURE) -- 20 YEAR	3,055
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1939
SEAL COAT YEAR	2000
S/N OR D	1.7
PERCENT TRUCKS--PEAK	6
V/C RATIO	0.10
CRACK/ROUGH/FINAL INDEX	4.5/3.5/4.1

URBAN

TYPE OF IMPROVEMENT	MINOR-WIDENING
YEAR OF IMPROVEMENT	2003
SYSTEM DEFICIENCY:	LANE WIDTH
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$164,000
FOR CONSTRUCTION	\$253,000
TOTAL	\$417,000
ACCESS CONTROL(FUTURE)	NO CONTROL
NUM OF LANES(DES.)	2
